Georgia Department of Transportation

Interoffice Memo
Office of Design Policy & Support

DATE: 1/29/2020

FILE: P.I.# 0013732
Irwin & Tift Counties / GDOT District 4 - Tifton
Passing Lanes (2 Locations)
CR 35 from CR18/Mt Olive Church Rd (Tift) to CR 114 / Bugle Lane Rd (Irwin)

FROM: for Brent Story, State Design Policy Engineer

TO: SEE DISTRIBUTION

SUBJECT: APPROVED CONCEPT REPORT

Attached is the approved Concept Report for the above subject project.

Attachment

Distribution:
Hiral Patel, Director of Engineering
Joe Carpenter, Director of P3
Albert Shelby, Director of Program Delivery
Carol Comer, Director, Division of Intermodal
Darryl VanMeter, Assistant Director of P3/State Innovative Delivery Administrator
Kim Nesbitt, Program Delivery Administrator
Bobby Hilliard, Program Control Administrator
Paul Tanner, State Transportation Planning Administrator
Eric Duff, State Environmental Administrator
Bill DuVall, State Bridge Engineer
Andrew Heath, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Erik Rohde, State Project Review Engineer
Monica Flournoy, State Materials Engineer
Patrick Allen, State Utilities Engineer
Eric Conklin, State Transportation Data Administrator
Attn: Systems & Classification Branch
Benny Walden, Statewide Location Bureau Chief
Andy Casey, State Roadway Design Engineer
Attn: Marvin Gavins, Design Group Manager
Van Mason, District Engineer
Tim Warren, District Preconstruction Engineer
Stacy Aultman, District Utilities Manager
Cherral Dempsey, Project Manager
BOARD MEMBER - 8th Congressional District

GDOT
Georgia Department of Transportation

Limited Scope Project Concept Report

with Notice of L&D Approval

Project Type:	PASSING LANES	P.I. Number:	0013732
GDOT District:	4	County:	IRWIN/TIFT
Federal Route Number:	319	State Route Number:	SR 35
Project Number:	0013732		

This is a PASSING LANES project that is located in Irwin and Tift County along SR 35 from CR 18 Mt. Olive Church Rd. (Tift) to Chula Brookfield Rd. (Tift), and CR 264 Pinetta Rd. (Irwin) to CR 114 Crepe Myrtle Dr./ Bugle Lane Rd. (Irwin). There will be 2 passing zones at 2 set locations, in addition to a Left Turn Lane that preceeds each Passing Lane on SR 35/US 319.

Submitted for approval: **** Concept Report resubmitted 01/16/2020***

C. Andy Casey, 2e — State Roadway Design Engineer — 7-26-19 — Date

Kimberly W. Tackett — State Program Delivery Administrator — 8/8/19 — Date

C Dempsey — GDOT Project Manager — Clinton B. Ford C.L.B. — 7/26/19 — Date

Recommendation for approval: **** Recommendations are on file ~ OB***

**** Eric Duff*** — State Environmental Administrator — 10/18/2019 — Date

for **** Chris Raymond*** — State Traffic Engineer — 11/21/2019 — Date

for **** Tim Warren*** — District Engineer — 11/18/2019 — Date

☐ MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).

☒ Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

R. Paul Jarman — State Transportation Planning Administrator — 8-22-19 — Date

Approval:

Concur: Hiral Patel — GDOT Director of Engineering — 1-27-2020 — Date

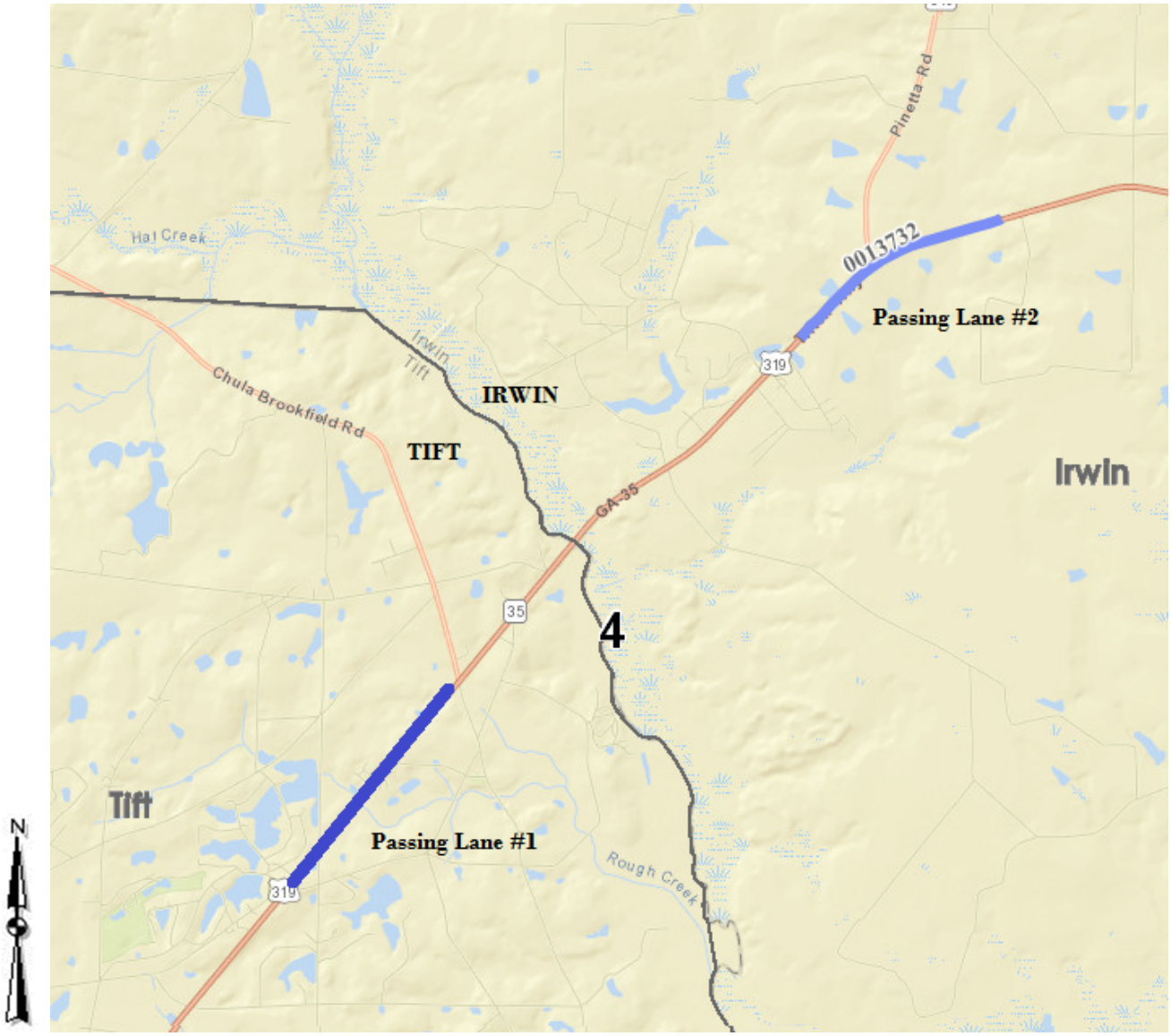
Approve: Margaret B. Rike — GDOT Chief Engineer — 1-29-20 — Date

**** Recommendations also received from:***

Date of Notice of Location & Design Approval: **February 4, 2020**

District 4 Traffic: Randy Rathburn, 11/18/2019 District 4 Utilities: Stacy Aultman, 08/12/2019
Office of Engineering Services: Joshua Taylor - 08/26/2019
Office of Utilities: Stevonn Dilligard - 08/28/2019
Office of Intermodal: Alan Hood - 08/12/2019

PROJECT LOCATION MAP



NTS

PI 0013732

SR 35 from Mt. Olive Church Road to Chula Brookfield

SR 35 from Pinetta Rd to CR 114/Crepe Myrtle Drive

2 Locations

PLANNING & BACKGROUND DATA

Project Justification Statement: In September 2015, GDOT project PI 0013732 was programmed by the Office of Planning to develop a project on SR 35 providing vehicles with an improved opportunity to pass slower-moving motorists between the city of Tifton (Tift County) and the City of Ocilla (Irwin County). On this 4.5 mile section, SR 35 is a two-lane facility that is functionally classified as rural minor arterial. The route has several long meandering curves such that passing opportunities are limited.

Current (year 2018) traffic volumes on this portion of SR 35 vary from 4,570 vehicles per day near Tifton to 5,320 vehicles per day near Ocilla, with truck percentages that vary between 5% and 14% (the highest truck percentages occurring near Tifton and Ocilla.) Current (year 2018) LOS along the corridor varies between LOS "C" and LOS "D", representing acceptable and unacceptable travel conditions, respectively. Per the Office of Planning Design Traffic Branch, future (2045) AADT is projected to be at 8,750 vehicles, which corresponds to a LOS value of "D".

Using data obtained from GDOT's Numetric crash analysis system, the number of crashes, injuries, and fatalities were analyzed for the years 2015,2016 and 2017 (the latest data available). Within the project limits, 27 crashes were recorded in 2017, 22 in 2016, and 26 in 2015, which correspond to being below comparable statewide averages for all three years. While the years 2017 and 2015 were also below statewide averages for fatal crash incidence, the year 2016 was above the statewide average due to a single fatality. Of the crashes reported during the analysis period, 32% were rear-end type crashes, 16% were angle-intersecting crashes, and 37% did not involve a collision with another motor vehicle.

Due to increasing projected traffic volumes on this section of SR 35 and a limited ability to pass, a passing lanes project is recommended at several locations along this corridor. The project should improve traffic flow on the SR corridor between Tifton and Ocilla by providing more opportunities to more easily pass slower moving vehicles.

(PJS prepared by GDOT Office of Planning on November 13, 2019.)

Existing conditions: SR 35 has a 2-lane rural 24-foot asphalt paved travel way with 4-foot paved shoulders and open ditches on each side.

Other projects in the area: Project # M005167 Resurfacing Project, P.I. 0016318 Widening Project.

MPO: N/A - not in an MPO **TIP #:** N/A

Congressional District(s): 8

Federal Oversight: ☐PoDI ☒Exempt ☒State Funded ☐Other

Projected Traffic: ADT 24 HR T: 16%
Current Year (2019): 5600 Open Year (2024): 6450 Design Year (2044): 9000
Traffic Projections Performed by: HNTB (received 4/15/19)
Date approved by the GDOT Office of Planning: 4/19/19

AASHTO Functional Classification (Mainline): *Minor Arterial*

AASHTO Context Classification (Mainline): *Rural*

AASHTO Project Type (Mainline): *Construction on existing roads*

Complete Streets - Bicycle, Pedestrian, and/or Transit Standards Warrants:
Warrants met: ☒None ☐Bicycle ☐Pedestrian ☐Transit

Pavement Evaluation and Recommendations
Initial Pavement Evaluation Summary Report Required? ☐No ☒Yes
Feasible Pavement Alternatives: ☒HMA ☐PCC ☐HMA & PCC

DESIGN AND STRUCTURAL

Description of Proposed Project: This project proposes to add passing lanes to SR 35/US 319 in two locations between SR 520/US 82 in Tift County and SR 32 in Irwin County. In reference to passing lane # 1 there will be a northbound passing lane added to the Tift County portion of the project from CR 18/ Mt. Olive Church Rd. to south of Chula Brookfield Rd., and a southbound passing lane will be added to the Irwin County portion of the project from CR 114/ Crepe Mrytle Dr./ Bugle Lane Rd. to CR 264/ Pinetta Rd. Both passing lanes will be approximately 1.5 miles long and will utilize a 12' shift to the right of the centerline in the northbound direction for the Tift County portion and a 12' shift to the right of the centerline in the southbound direction for the Irwin County portion. In addition to the passing lanes a left-turn lane will be added on SR 35/US 319 prior to the beginning of each passing lane. There will be a left-turn lane prior to the intersection of CR 18/ Mt. Olive Church Rd and SR 35/US 319 as well as a left-turn lane added prior to the intersection of CR 264/ Pinetta Rd. and SR 35/US 319, making the overall project length, (passing lanes and left-turn lanes included) 3.589 miles.

Major Structures:

Structure	Existing	Proposed
DBL 7' x 7' Box Culvert @ 72+45.50	**2 Existing 61' long 7' x 7' Box Culverts in fair condition (see email attachment)**	**Extend existing 7' x 7' Box culverts 21'**
DBL 8' x 4' Box Culvert @ 60+18.00	**2 Existing 39' long 8' x 4' Box Culverts in fair condition (see email attachment)**	**Extend existing 8' x 4' Box culverts 25'**

Is the project located on a NHS roadway? ☒ No ☐ Yes

Is this a 3R (Resurfacing, Restoration, and Rehabilitation) Project? ☒ No ☐ Yes

Is the project located on a Special Roadway or Network? ☐ No ☒ Yes Oversize Truck Route

Mainline Design Features: SR 35/ Tifton Hwy

Feature	Existing	Policy	Proposed
Typical Section			
- Number of Lanes	**2**		**3**
- **Lane Width(s)**	**12 ft**	**11-12 ft**	**12 ft**
- **Outside Shoulder Width**	**4 ft.**	**10 (4 ft. Paved)**	**10 (4 ft. Paved)**
- **Outside Shoulder Slope**	**Unknown**	**6%**	**6%**
- **Sidewalks**	**N/A**	**N/A**	**N/A**
- Auxiliary Lanes	**N/A**		**12 ft**
- **Bike Accommodations**	**N/A**	**N/A**	**N/A**
- **Posted Speed**	**55 mph**		**55 mph**
- **Design Speed**	**55 mph**	**55 mph**	**55 mph**
- **Minimum Horizontal Curve Radius**	**Unknown**	**1060**	**1060**
Maximum Superelevation Rate	**6%**	**6% or 8%**	**6%**
Maximum Grade	**Unknown**	**5%**	**5%**
Access Control	**PERMIT**	**PERMIT**	**PERMIT**
Design Vehicle	**Unknown**		**WB-67**
Check Vehicle	**N/A**		**WB-100T**
Pavement Type	**HMA**		**HMA**

**According to current GDOT design policy if applicable*

Design Exceptions/Design Variances to GDOT and/or FHWA Controlling Criteria anticipated: No

Design Variances to GDOT Standard Criteria anticipated: Yes, the existing intersection angles at Mt. Olive Church Rd., Harold Tyson Rd. (North & South), and Poplar Rd. are all less than 55 degrees.

Lighting required: ☒ No ☐ Yes

Off-site Detours Anticipated: ☒ No ☐ Undetermined ☐ Yes
If yes: Roadway type to be closed: ☐ Local Road ☐ State Route
Detour Route selected: ☐ Local Road ☐ State Route
District Concurrence w/Detour Route: ☐ No/Pending ☐ Received *Select a date*

Transportation Management Plan [TMP] Required: ☒ No ☐ Yes
If Yes: Project classified as: ☐ Non-Significant
TMP Components Anticipated: ☐ TTC

INTERCHANGES AND INTERSECTIONS

Interchanges/Major Intersections: None

Intersection Control Evaluation (ICE) Required: ☐ No ☒ Yes

Roundabout Concept Validation Required: ☒ No ☐ Yes ☐ Completed – Date:

UTILITY AND PROPERTY

Railroad Involvement: N/A

Utility Involvements: Bellsouth, Colquitt Emc, Dixie Pipeline, Georgia Power Transmission, Irwin EMC, Mediacom, Plant Tiftnet, Windstream

SUE Required: ☒ No ☐Yes

Public Interest Determination Policy and Procedure recommended? ☒ No ☐ Yes

Right-of-Way (ROW): Existing width: 100ft. Proposed width: 160ft.
Required Right-of-Way anticipated: ☐None ☒Yes ☐Undetermined
Easements anticipated: ☐None ☐Temporary ☒Permanent * ☐Utility ☐Other

** Permanent easements will include the right to place utilities.*

Anticipated total number of impacted parcels:		30*
Displacements anticipated:	Businesses:	0
	Residences:	0
	Other:	0
	Total Displacements:	0

*Base on actual Right-of-Way plans and not conceptual layout used to prepare R/W estimate.

Location and Design approval: ☐ Not Required ☒ Required

Impacts to USACE property anticipated? ☒ No ☐ Yes ☐ Undetermined

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: None

Context Sensitive Solutions Proposed: None

ENVIRONMENTAL AND PERMITS

Anticipated Environmental Document: GEPA ~ None

Level of Environmental Analysis:

☒ The environmental considerations noted below are based on preliminary desktop or screening level environmental analysis and are subject to revision after the completion of resource identification, delineation, and agency concurrence.

☐ The environmental considerations noted below are based on the completion of resource identification, delineation, and agency concurrence.

Water Quality Requirements:
MS4 Compliance – Is the project located in an MS4 area? ☒ No ☐ Yes

Is Non-MS4 water quality mitigation anticipated? ☒ No ☐ Yes

Environmental Permits, Variances, Commitments, and Coordination anticipated: This project will require a 404 Permit and there are potential USACE structures anticipated with stream buffers/variances.

Air Quality:

Is the project located in an Ozone Non-attainment area?	☒ No	☐ Yes
Carbon Monoxide hotspot analysis required?	☒ No	☐ Yes

NEPA/GEPA Comments & Information: An environmental document will not be required for this state funded project. No eligible historic resources were identified during the field survey; the HRSR is being finalized. No eligible Archaeological resources were identified during the field survey. Archaeology (OES/HTNB) phase 1 report is complete and approved 8/29. An IP/PAR will **not** be needed for this project, as impacts are below those thresholds. Actual permit is TBD until impacts are further assessed. A 404 Permit will be required and possibly a stream buffer variance. The AOE for ecology is anticipated by the end of December as the ARDR has also been approved. The estimates will all be within the Regional Permit 24 limits and no PAR is anticipated. Targeted stakeholder outreach would be utilized for this project. Very limited involvement with the public due the nature of the project (i.e., small passing lane corridor with no detours or no anticipated public controversy). Early coordination letters were sent out at the beginning and no responses were received.

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Is Federal Aviation Administration (FAA) coordination anticipated? ☒ No ☐ Yes

Project Meetings: Concept Team Meeting Held 4/12/19

Other coordination to date: A3M Meeting held 5/29/19

Project Activity	Party Responsible for Performing Task(s)
Concept Development	GDOT Office of Roadway Design
Design	GDOT Office of Roadway Design
Right-of-Way Acquisition	GDOT District 4
Utility Coordination (Preconstruction)	GDOT Office of Utilities
Utility Relocation (Construction)	Utility Owners
Letting to Contract	GDOT Office of Bidding Administration
Construction Supervision	GDOT District 4
Providing Material Pits	Contractor
Providing Detours	Contractor
Environmental Studies, Documents, & Permits	GDOT Office of Environmental Services
Environmental Mitigation	GDOT Office of Environmental Services
Construction Inspection & Materials Testing	GDOT District 4

Project Cost Estimate Summary and Funding Responsibilities: PREFERRED ALTERNATE

	PE Activities		ROW	Reimbursable Utilities	CST*	Total Cost
	PE Funding	Section 404 Mitigation				
Programmed Cost:	$819,000.00		$1,658,181.00	$63,000.00	$11,340,000.00	$13,880,181.00
Funded By:	GDOT	GDOT	GDOT	GDOT	GDOT	
Estimated Amount:	$819,000.00	$79,017.00	$1,471,000.00	$529,000.00	$4,581,026.52	$7,479,043.52
Date of Estimate:	10/19/18	06/07/19	4/17/19	3/26/19	9/5/19	
Cost Difference:	0		$187,181.00	-$466,000.00	$6,758,973.48	$6,480,154.48

*CST Cost includes: Construction, Engineering and Inspection, Contingencies and Liquid AC Cost Adjustment.

ALTERNATIVES DISCUSSION

Preferred Alternative: 3-Lane Passing Lane w/ 12 FT Widening to the Right of Centerline.			
Estimated Property Impacts:	**29**	**Estimated Total Cost:**	**$7,479,043.52**
Estimated ROW Cost:	**$1,471,000.00**	**Estimated CST Time:**	**12 MONTHS**
Rationale: This alternative would widen the existing road by adding a 12-ft lane to the right of the centerline in the northbound direction for Tift County and southbound direction for Irwin County. It is the most cost effective alternate with the least amount of right of way impacts.			

Alternative 1: 3-Lane Passing Lane w/ 6 FT Widening LEFT/ RIGHT of Centerline.			
Estimated Property Impacts:	**59**	**Estimated Total Cost:**	**$10,323,725.00**
Estimated ROW Cost:	**$2,318,000.00**	**Estimated CST Time:**	**18 MONTHS**
Rationale: This alternative would widen the existing road by adding an additional 6-ft of pavement on both sides of centerline. This alternative would increase right of way and environmental impacts as opposed to the preferred alternative with widening only on one side.			

No-Build Alternative: *N/A*			
Estimated Property Impacts:	**N/A**	**Estimated Total Cost:**	**N/A**
Estimated ROW Cost:	**N/A**	**Estimated CST Time:**	**N/A**
Rationale: This alternate does not meet the project's need and purpose.			

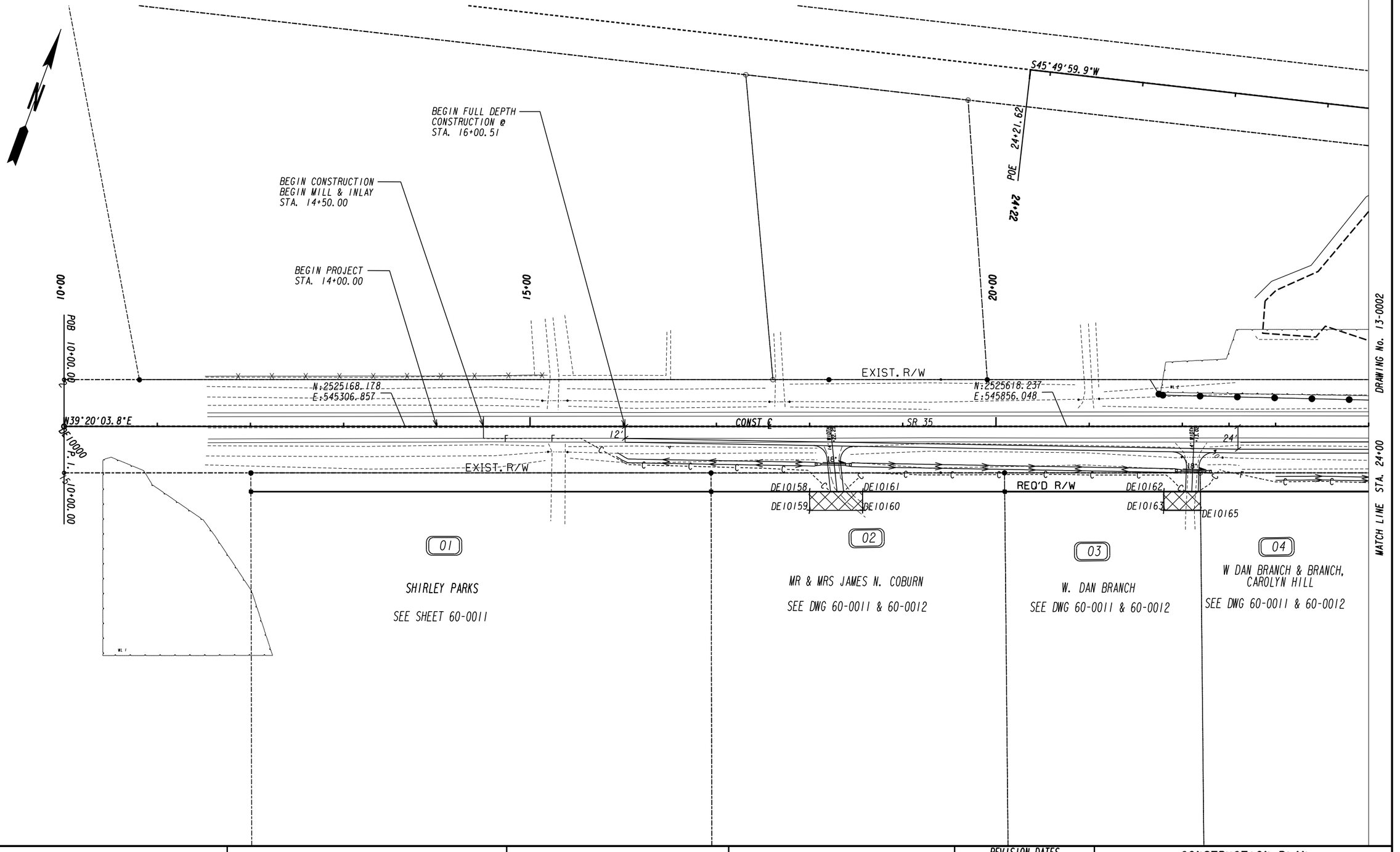
Additional Comments/ Information: The project was programmed to include 3 passing lane locations:

- Passing Lane #1 -Between Ferry Lake Road to Sutton Road
- Passing Lane #2- Between Jones Road to Crepe Myrtle Circle/Bugle Lane Road
- Passing Lane #3-Between Bark Road to SR 32/Mystic

As part of concept development and in coordination with District 4, the team conducted a field visit to review corridor limits, identify areas with excessive queues, and to determine best locations for passing lanes based on existing roadway geometry. It was determined that only 2 locations would benefit from passing lanes. The alternatives reviewed focused on these 2 locations in terms of typical sections and not additional alternatives such as turn lanes at specific intersections along corridor.

LIST OF ATTACHMENTS/SUPPORTING DATA

1. Concept Layout
2. Typical sections
3. Detailed Cost Estimates:
    a. Construction including Engineering and Inspection and Contingencies
    b. Revisions to Programmed Costs forms, & Liquid AC Cost Adjustment forms
    c. Right-of-Way
    d. Utilities
    e. Environmental Mitigation Cost (email)
4. Concept Utility Report
5. Crash summaries
6. Traffic diagrams
7. Location and Design Approval
8. Meeting Minutes (Concept Team Meeting Minutes and A3M Minutes)
9. Existing Culvert Maintenance Inspection (email)



PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
REQ'D LIMIT OF ACCESS
REQ'D LIMIT OF ACCESS & R/W
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)

ROADWAY DESIGN

SCALE IN FEET
0 50 100 200

REVISION DATES

CONSTRUCTION PLAN
0013732
TIFT / IRWIN COUNTIES

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VERIFIED:		DATE:		

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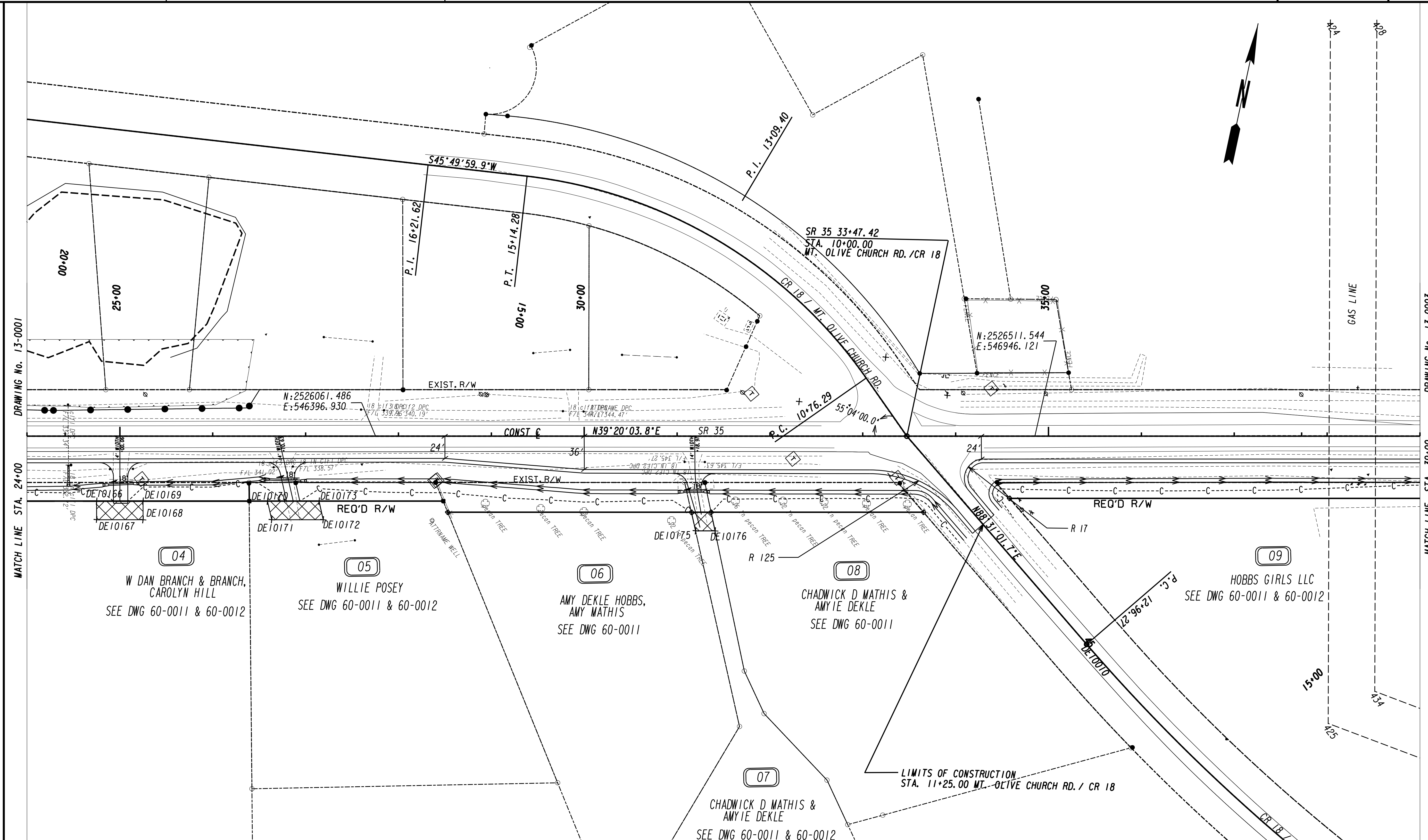

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DRAWING No. 13-0003
MATCH LINE STA. 39+00
20+00
25+00
P.I. 16+21.62
P.T. 15+14.28
15+00
30+00
S45°49'59.9"W
P.I. 13+09.40
SR 35 33+47.42
STA. 10+00.00
MT. OLIVE CHURCH RD./CR 18
CR 18 / MT. OLIVE CHURCH RD.
35+00
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E:546946.121
FENCE
GAS LINE
424
428
434
425
N
EXIST. R/W
N:2526061.486
E:546396.930
P.C. 10+76.29
55°04'00.0"
CONST ℄
N39°20'03.8"E
SR 35
24'
36'
EXIST. R/W
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F/L 341.02'
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ATTRNAME WELL
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P.C. 12+96.27
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CR 18 /
04
W DAN BRANCH & BRANCH, CAROLYN HILL
SEE DWG 60-0011 & 60-0012
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WILLIE POSEY
SEE DWG 60-0011 & 60-0012
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AMY DEKLE HOBBS, AMY MATHIS
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CHADWICK D MATHIS & AMYIE DEKLE
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CHADWICK D MATHIS & AMYIE DEKLE
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HOBBS GIRLS LLC
SEE DWG 60-0011 & 60-0012
LIMITS OF CONSTRUCTION
STA. 11+25.00 MT. OLIVE CHURCH RD. / CR 18

PROPERTY AND EXISTING R/W LINE
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GDOT ROADWAY DESIGN

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0 50 100 200

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TIFT / IRWIN COUNTIES

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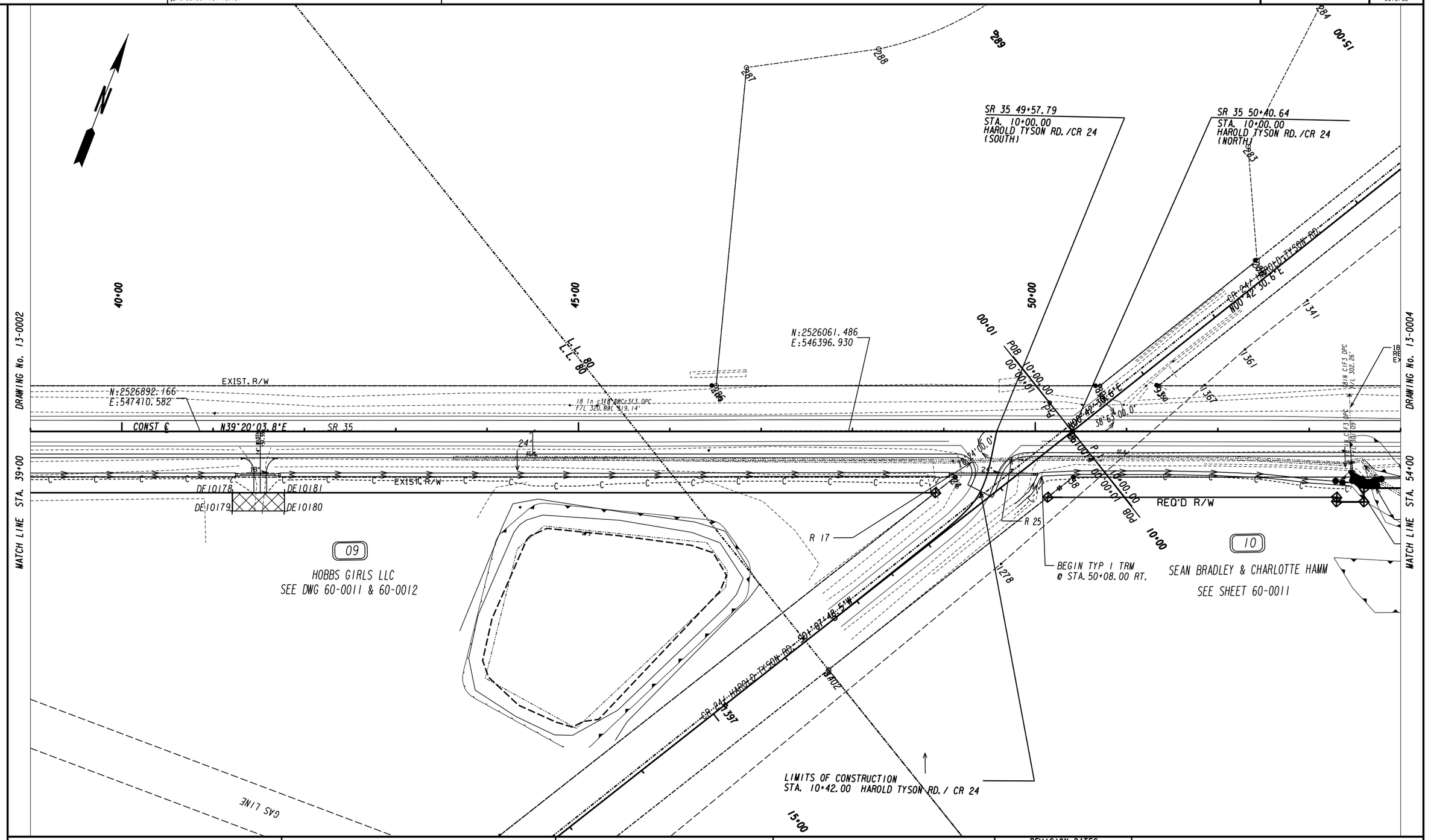

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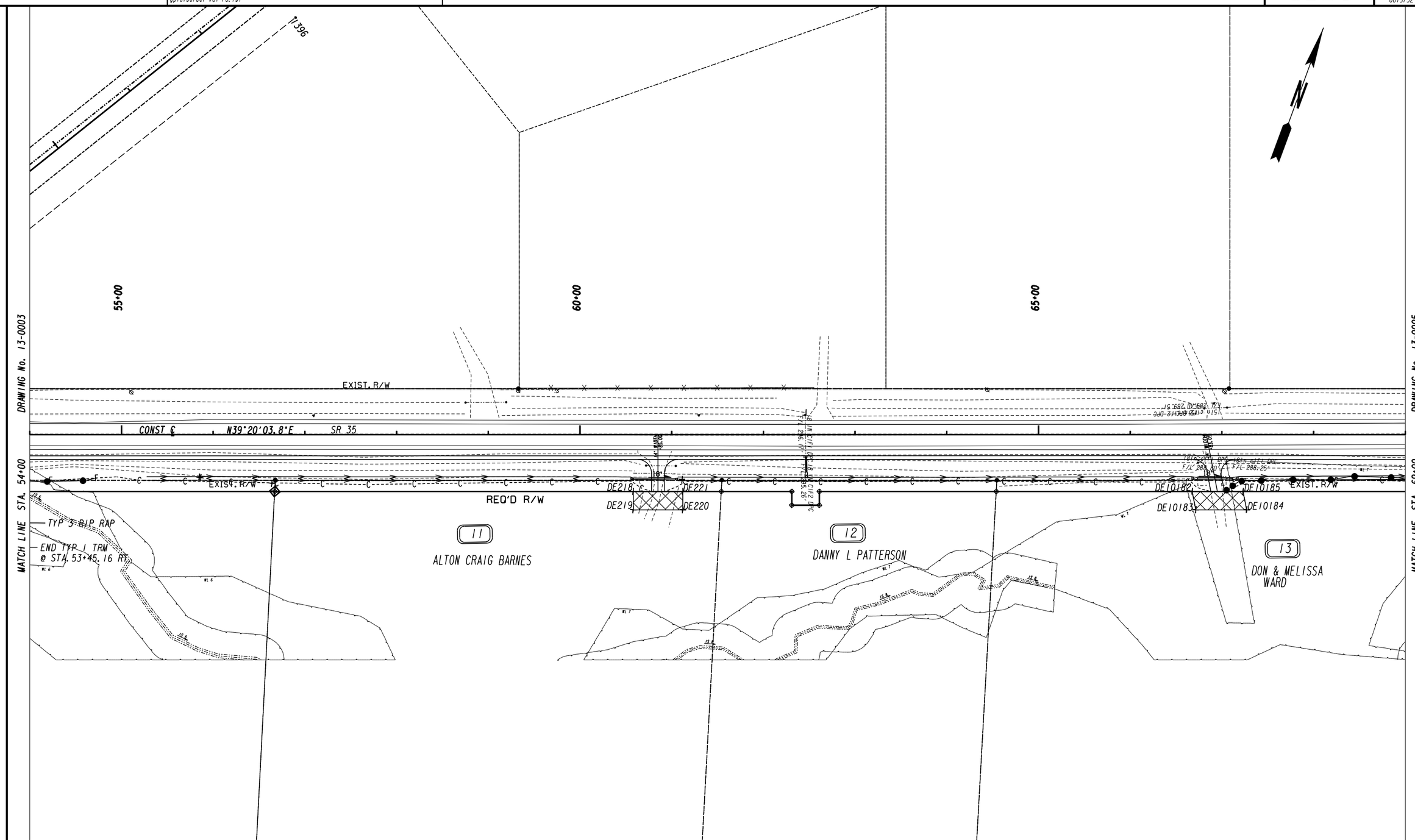

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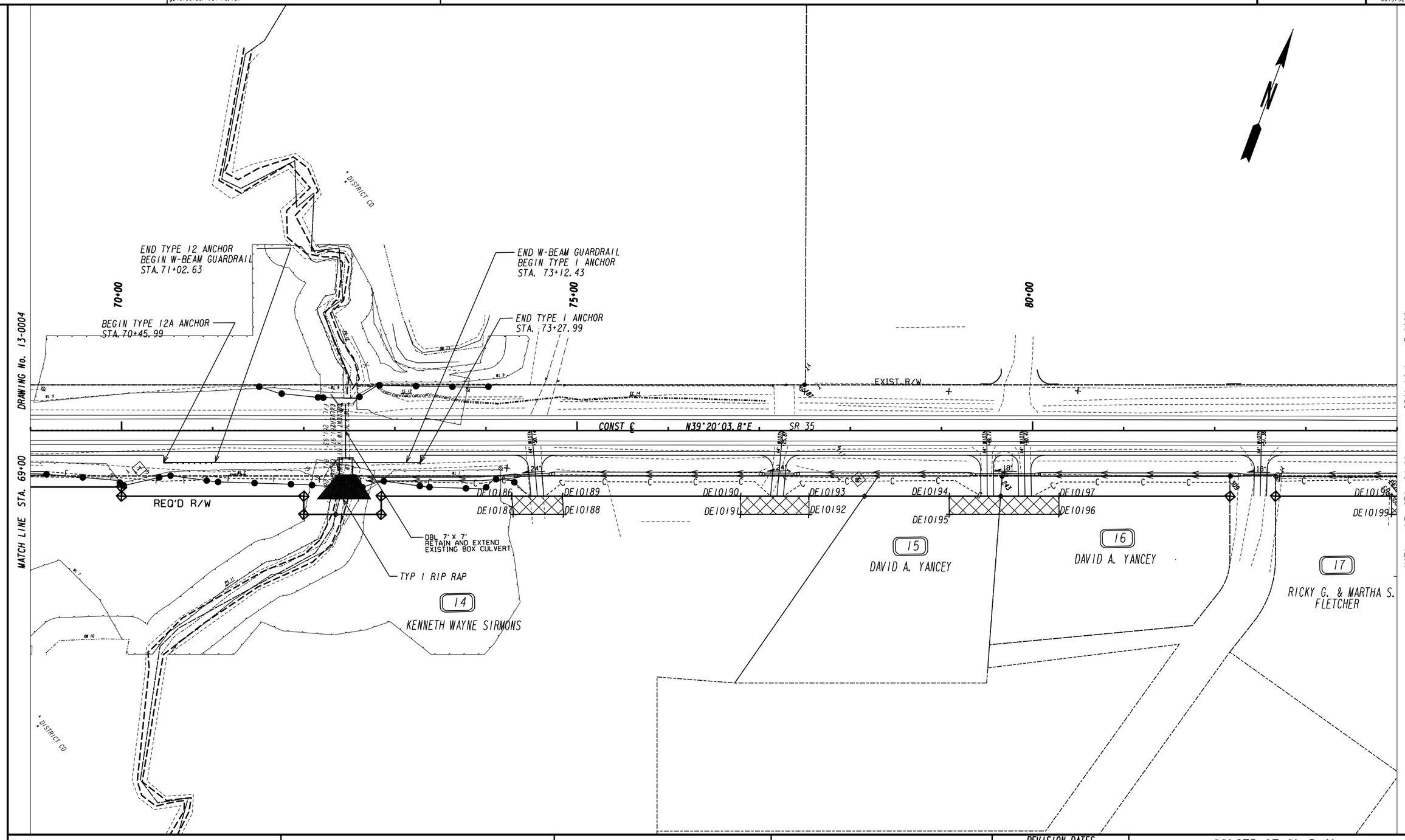

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BACKCHECKED:		DATE:		13-0005
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

DRAWING No. 13-0005

DRAWING No. 13-0007

MATCH LINE STA. 84+00

MATCH LINE STA. 99+00

85+00

90+00

95+00

EXIST. R/W

CONST ℄ N39°20'03.8"E SR 35

EXIST. R/W

REQ'D R/W

DE10201

DE10200

DE10202

DE10203

DE10205

DE10204

17

RICKY G. & MARTHA S. FLETCHER

18

RICKY G. FLETCHER

19

RHONDA HOLMES & STONE HUNTER, LESLIE HOLMES

PROPERTY AND EXISTING R/W LINE

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REQ'D LIMIT OF ACCESS & R/W

ORANGE BARRIER FENCE

ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)

GDOT

ROADWAY DESIGN

SCALE IN FEET

0 50 100 200

REVISION DATES

CONSTRUCTION PLAN

0013732

TIFT / IRWIN COUNTIES

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		13-0006
VERIFIED:		DATE:		

10/23/2015 GPLN

DRAWING No. 13-0006

100+00 105+00 110+00

EXIST. R/W EXIST. R/W

CONST ℄ N39°20'03.8"E SR 35

DE10206 DE10209 DE10210 DE10213 DE10214 DE10217

DE10207 DE10208 DE10211 DE10212 DE10215 DE10216

REQ'D R/W

MATCH LINE STA. 99+00

MATCH LINE STA. 114+00

DRAWING No. 13-0008

19 RHONDA HOLMES & STONE HUNTER, LESLIE HOLMES

20 RICHARD B. & KELLY P. GOLDEN

20 RICHARD B. & KELLY P. GOLDEN

L-L-19 L.T. 80

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
REQ'D LIMIT OF ACCESS
REQ'D LIMIT OF ACCESS & R/W
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)

GDOT ROADWAY DESIGN

SCALE IN FEET 0 50 100 200

REVISION DATES

CONSTRUCTION PLAN

0013732

TIFT / IRWIN COUNTIES

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		13-0007
VERIFIED:		DATE:		

10/23/2015 GPLN

DRAWING No. 13-0007

MATCH LINE STA. 114+00

115+00

120+00

125+00

END CONSTRUCTION
118+00.00

CONST ℄ SR 35

REQ'D R/W

20

RICHARD B. & KELLY P. GOLDEN

END FULL DEPTH PAVEMENT/
BEGIN MILL & INLAY
STA. 117+40.00

END ROW ACQUISITION
STA. 118+25.00

10+00

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
REQ'D LIMIT OF ACCESS
REQ'D LIMIT OF ACCESS & R/W
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)

GDOT
ROADWAY DESIGN

SCALE IN FEET
0 50 100 200

REVISION DATES

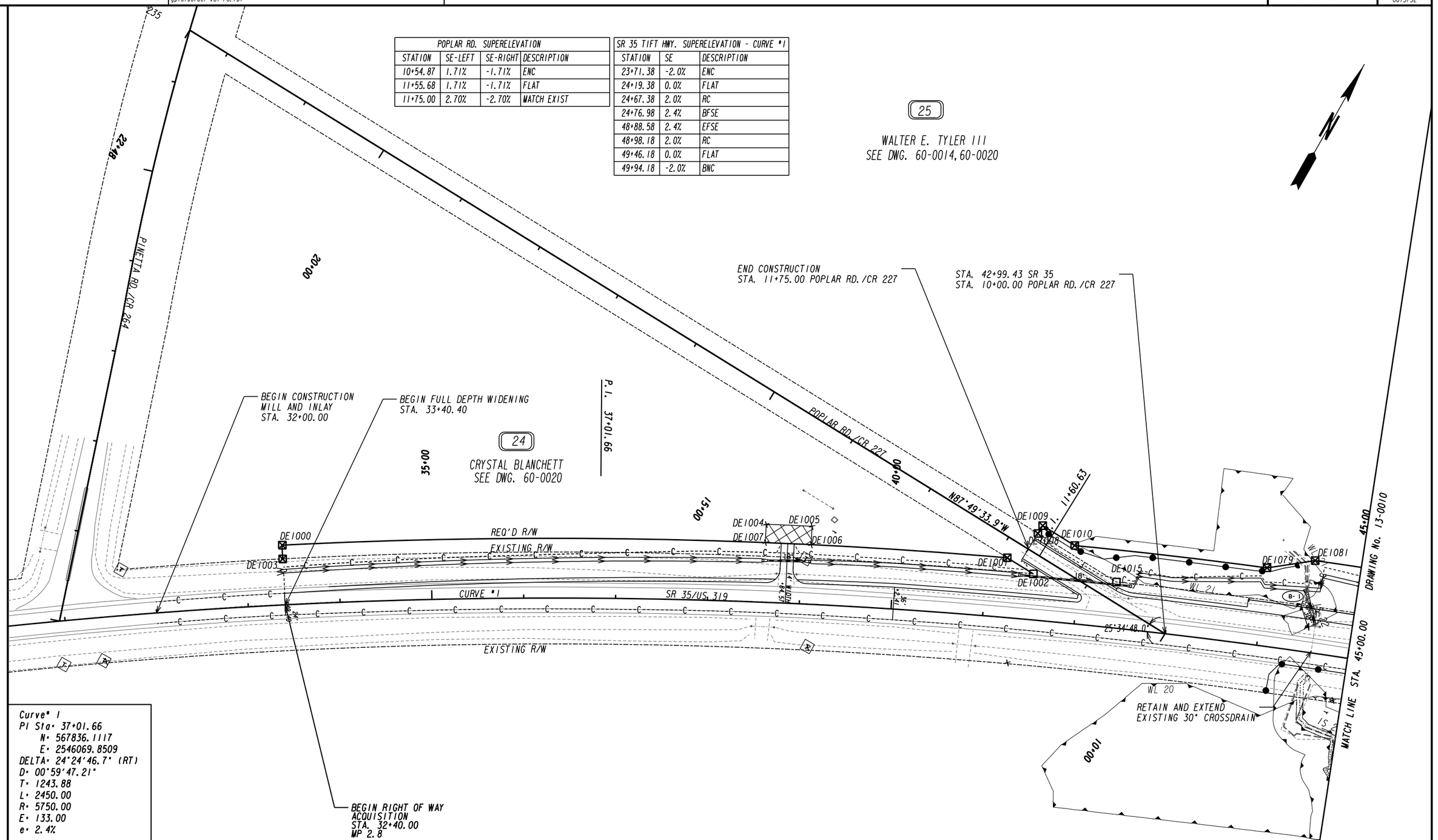
CONSTRUCTION PLAN
0013732
TIFT / IRWIN COUNTIES

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		13-0008
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

POPLAR RD. SUPERELEVATION			
STATION	SE-LEFT	SE-RIGHT	DESCRIPTION
10+54.87	1.71%	-1.71%	ENC
11+55.68	1.71%	-1.71%	FLAT
11+75.00	2.70%	-2.70%	MATCH EXIST

SR 35 TIFT HWY. SUPERELEVATION - CURVE #1		
STATION	SE	DESCRIPTION
23+71.38	-2.0%	ENC
24+19.38	0.0%	FLAT
24+67.38	2.0%	RC
24+76.98	2.4%	BFSE
48+88.58	2.4%	EFSE
48+98.18	2.0%	RC
49+46.18	0.0%	FLAT
49+94.18	-2.0%	BNC



PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
REQ'D LIMIT OF ACCESS
REQ'D LIMIT OF ACCESS & R/W
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)

ROADWAY DESIGN

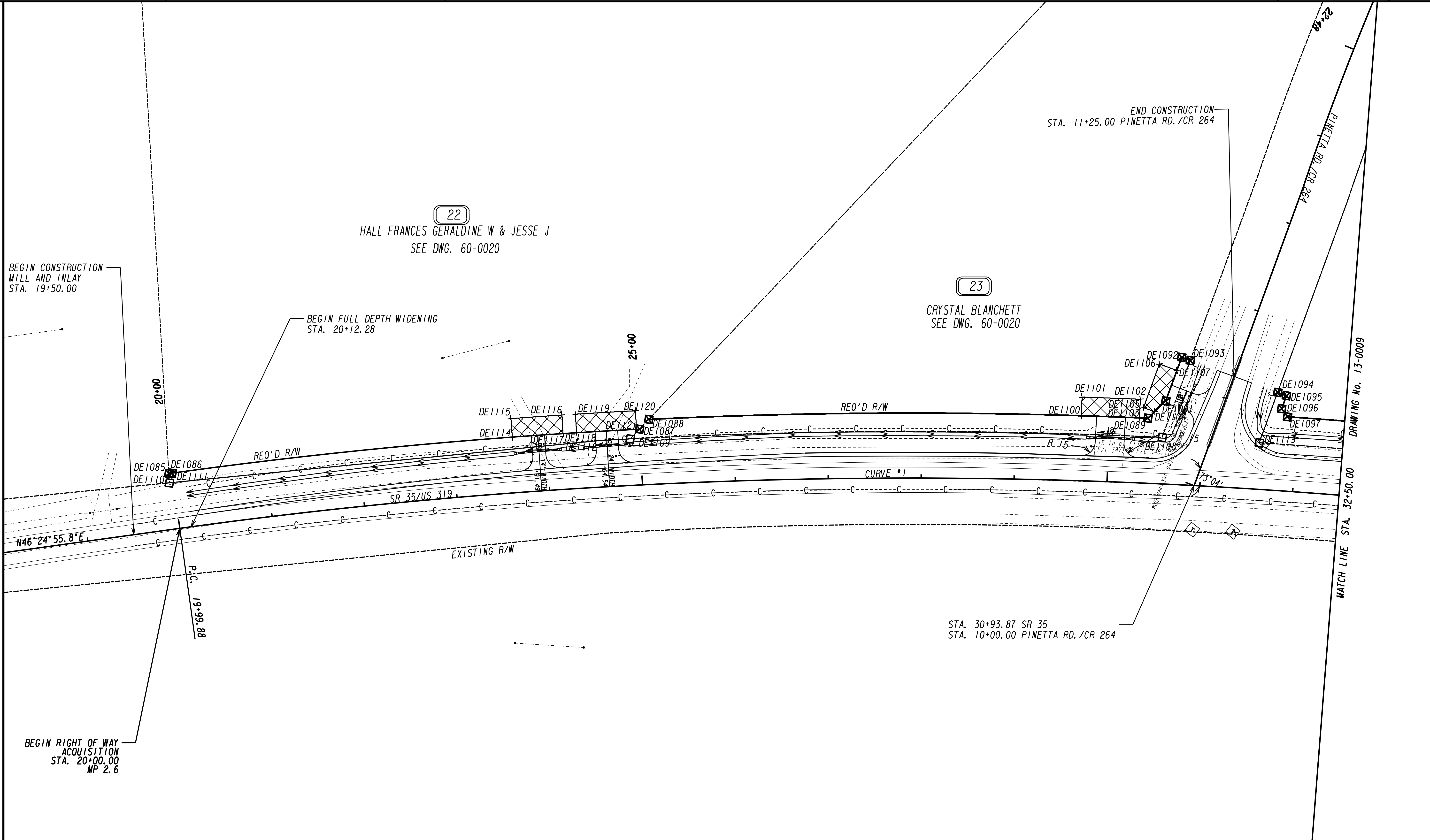
SCALE IN FEET
0 50 100 200

REVISION DATES

CONSTRUCTION PLAN
IRWIN/TIFT COUNTY
SR 35 PASSING LANES

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		13-0009
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN


22
HALL FRANCES GERALDINE W & JESSE J
SEE DWG. 60-0020
23
CRYSTAL BLANCHETT
SEE DWG. 60-0020
BEGIN CONSTRUCTION
MILL AND INLAY
STA. 19+50.00
BEGIN FULL DEPTH WIDENING
STA. 20+12.28
20+00
25+00
22+48
END CONSTRUCTION
STA. 11+25.00 PINETTA RD./CR 264
PINETTA RD./CR 264
DE1085 DE1086
DE1110 DE1111
REQ'D R/W
DE1115 DE1116 DE1119 DE1120
DE1114 DE1117 DE1118 DE1121 DE1112
DE1088 DE1087 DE1109
14' WIDTH +91.49
24' WIDTH +64.54
18'
DE1092 DE1093 DE1106 DE1107
DE1101 DE1102 DE1100 DE1105 DE1103 DE1104 DE1089 DE1108
R 15
15 in c fl
F/L 347.8 F/L 348.1
DE1094 DE1095 DE1096 DE1097 DE1113
CURVE #1
SR 35/US 319
73°04'
N46°24'55.8"E
EXISTING R/W
P.C. 19+99.88
DRAWING No. 13-0009
MATCH LINE STA. 32+50.00
STA. 30+93.87 SR 35
STA. 10+00.00 PINETTA RD./CR 264
BEGIN RIGHT OF WAY
ACQUISITION
STA. 20+00.00
MP 2.6

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR
& MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS............BLA
END LIMIT OF ACCESS.............ELA
REQ'D LIMIT OF ACCESS
REQ'D LIMIT OF ACCESS & R/W
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA
(SEE ERIT TABLE)

GDOT
ROADWAY DESIGN

SCALE IN FEET
0 50 100 200

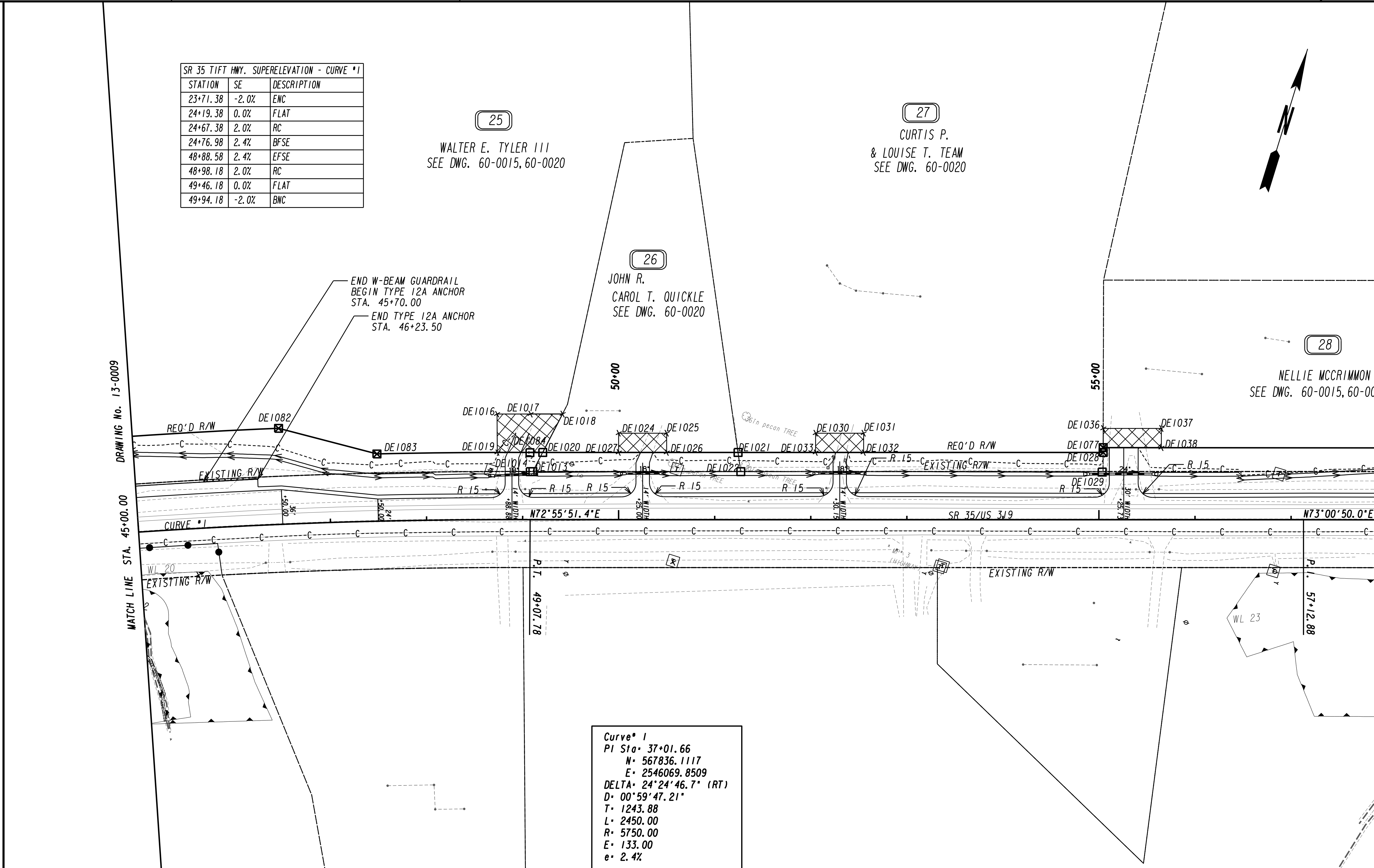
REVISION DATES

CONSTRUCTION PLAN
IRWIN/TIFT COUNTY
SR 35/US 319 PASSING LANES

CHECKED: DATE:
BACKCHECKED: DATE:
CORRECTED: DATE:
VERIFIED: DATE:

DRAWING No.
13-0009A

SR 35 TIFT HWY. SUPERELEVATION - CURVE *1		
STATION	SE	DESCRIPTION
23+71.38	-2.0%	ENC
24+19.38	0.0%	FLAT
24+67.38	2.0%	RC
24+76.98	2.4%	BFSE
48+88.58	2.4%	EFSE
48+98.18	2.0%	RC
49+46.18	0.0%	FLAT
49+94.18	-2.0%	BNC



Curve* 1
PI Sta= 37+01.66
N= 567836.1117
E= 2546069.8509
DELTA= 24°24'46.7" (RT)
D= 00°59'47.21"
T= 1243.88
L= 2450.00
R= 5750.00
E= 133.00
e= 2.4%

PROPERTY AND EXISTING R/W LINE	
REQUIRED R/W LINE	
CONSTRUCTION LIMITS	C F
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES	
EASEMENT FOR CONSTR OF SLOPES	
EASEMENT FOR CONSTR OF DRIVES	
BEGIN LIMIT OF ACCESS............BLA	
END LIMIT OF ACCESS.............ELA	
REQ'D LIMIT OF ACCESS	
REQ'D LIMIT OF ACCESS & R/W	
ORANGE BARRIER FENCE	
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)	

GDOT

ROADWAY DESIGN

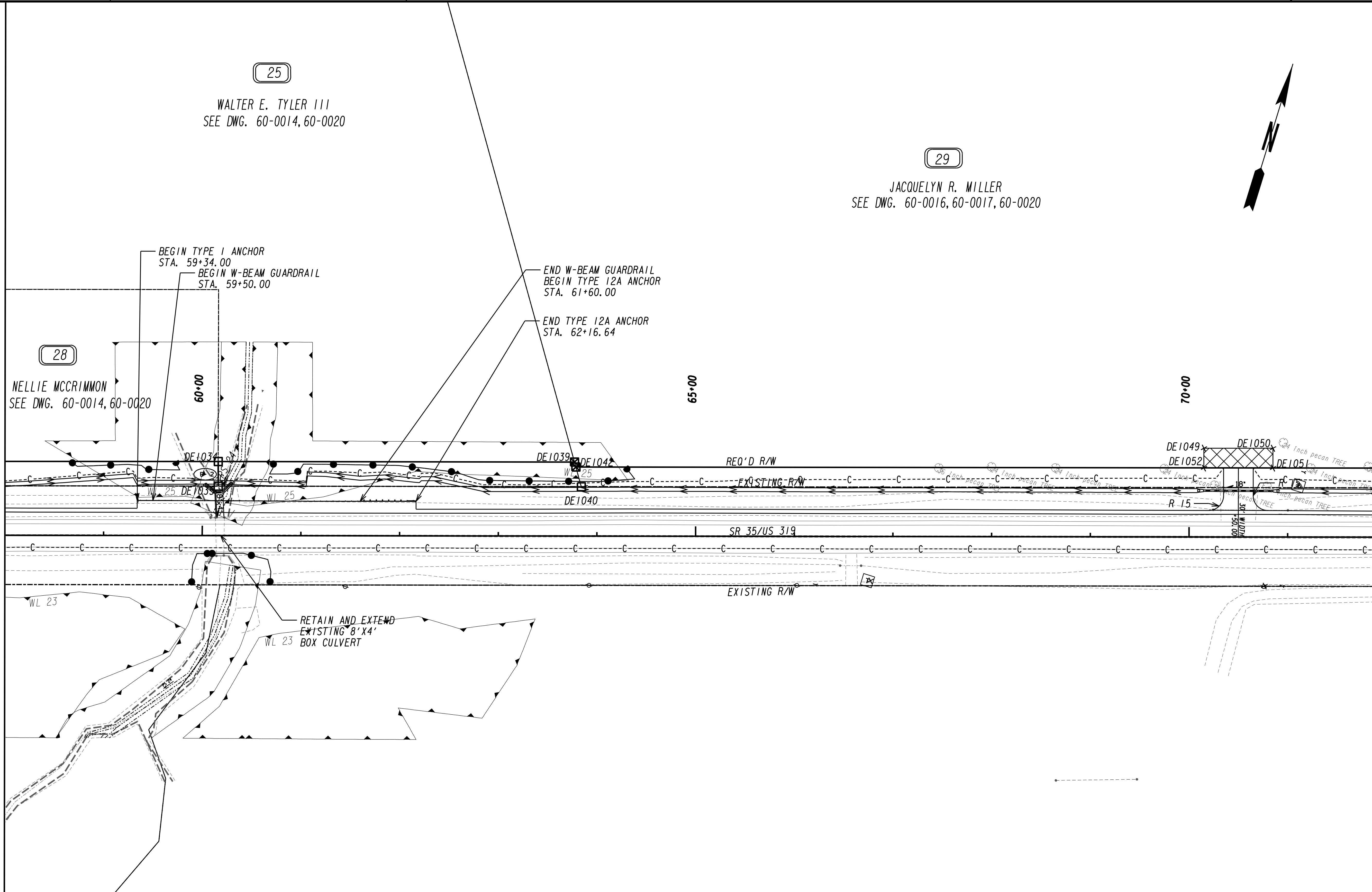
SCALE IN FEET
0 50 100 200

REVISION DATES

CONSTRUCTION PLAN
IRWIN/TIFT COUNTY
SR 35 PASSING LANES

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
13-0010


25
WALTER E. TYLER III
SEE DWG. 60-0014,60-0020
29
JACQUELYN R. MILLER
SEE DWG. 60-0016,60-0017,60-0020
N
28
NELLIE MCCRIMMON
SEE DWG. 60-0014,60-0020
BEGIN TYPE 1 ANCHOR
STA. 59+34.00
BEGIN W-BEAM GUARDRAIL
STA. 59+50.00
END W-BEAM GUARDRAIL
BEGIN TYPE 12A ANCHOR
STA. 61+60.00
END TYPE 12A ANCHOR
STA. 62+16.64
DRAWING No. 13-0010
MATCH LINE STA. 58+00.00
60+00
65+00
70+00
DRAWING No. 13-0012
MATCH LINE STA. 72+00.00
DE1034
DE1035
DE1039
DE1042
DE1040
DE1049
DE1050
DE1052
DE1051
WL 25
WL 23
REQ'D R/W
EXISTING R/W
SR 35/US 319
R 15
18"
30' WIDTH
+50.00
36 inch pecan TREE
24 inch pecan TREE
RETAIN AND EXTEND
EXISTING 8'X4'
BOX CULVERT

PROPERTY AND EXISTING R/W LINE	
REQUIRED R/W LINE	
CONSTRUCTION LIMITS	C F
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES	
EASEMENT FOR CONSTR OF SLOPES	
EASEMENT FOR CONSTR OF DRIVES	

BEGIN LIMIT OF ACCESS............BLA
END LIMIT OF ACCESS.............ELA
REQ'D LIMIT OF ACCESS
REQ'D LIMIT OF ACCESS & R/W
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)

GDOT
ROADWAY DESIGN

SCALE IN FEET
0 50 100 200

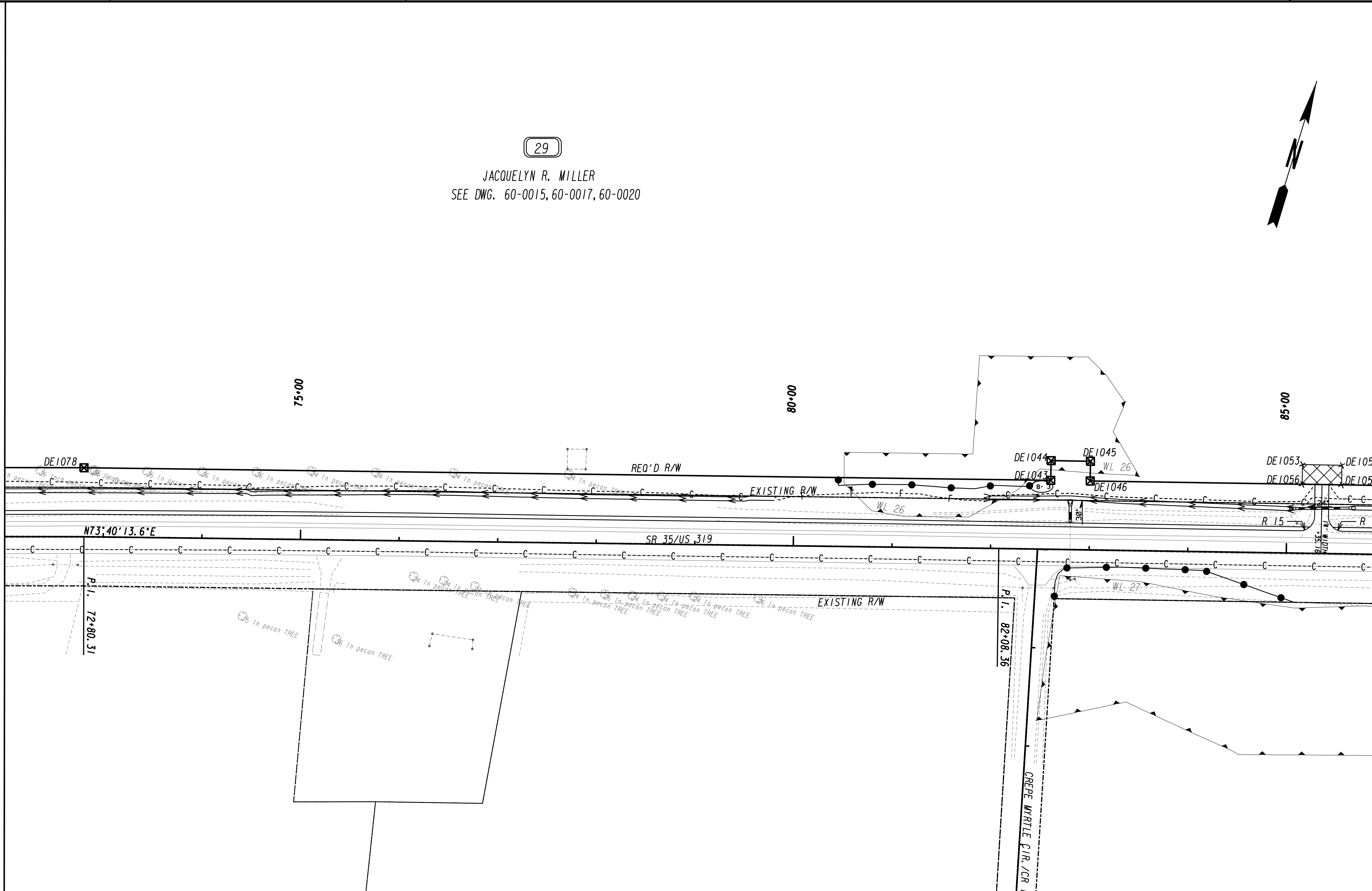
REVISION DATES

CONSTRUCTION PLAN
IRWIN/TIFT COUNTY
SR 35 PASSING LANES

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
13-0011

10/23/2015 GPLN



PROPERTY AND EXISTING R/W LINE	
REQUIRED R/W LINE	
CONSTRUCTION LIMITS	C F
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES	
EASEMENT FOR CONSTR OF SLOPES	
EASEMENT FOR CONSTR OF DRIVES	

BEGIN LIMIT OF ACCESS............BLA	
END LIMIT OF ACCESS.............ELA	
REQ'D LIMIT OF ACCESS	
REQ'D LIMIT OF ACCESS & R/W	
ORANGE BARRIER FENCE	
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)	

GDOT

ROADWAY DESIGN

SCALE IN FEET
0 50 100 200

REVISION DATES

CONSTRUCTION PLAN

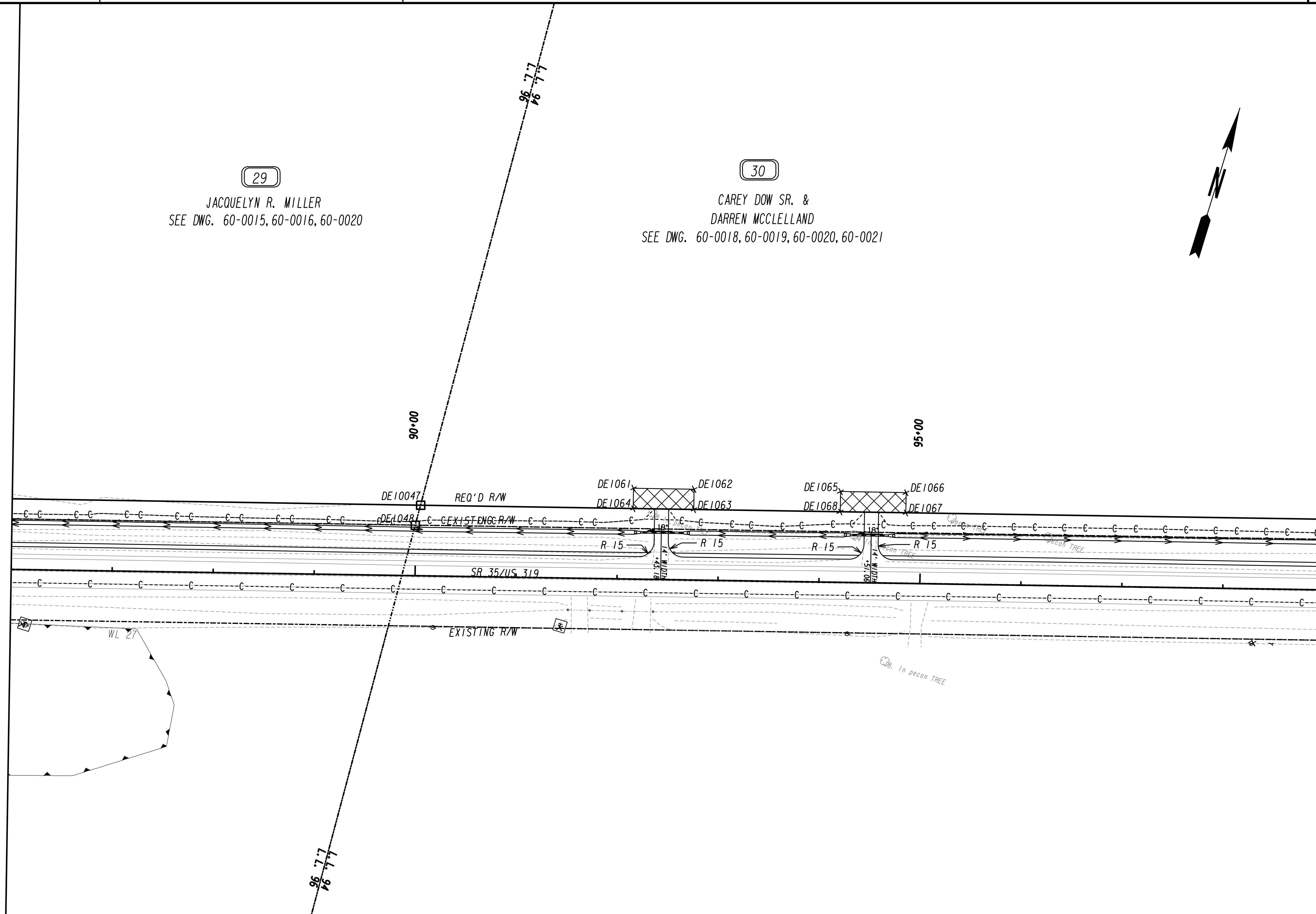
IRWIN/TIFT COUNTY

SR 35 PASSING LANES

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.

13-0012



PROPERTY AND EXISTING R/W LINE		BEGIN LIMIT OF ACCESS............BLA	
REQUIRED R/W LINE		END LIMIT OF ACCESS.............ELA	
CONSTRUCTION LIMITS	C F	REQ'D LIMIT OF ACCESS	
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES		REQ'D LIMIT OF ACCESS & R/W	
EASEMENT FOR CONSTR OF SLOPES		ORANGE BARRIER FENCE	
EASEMENT FOR CONSTR OF DRIVES		ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)	

GDOT
ROADWAY DESIGN

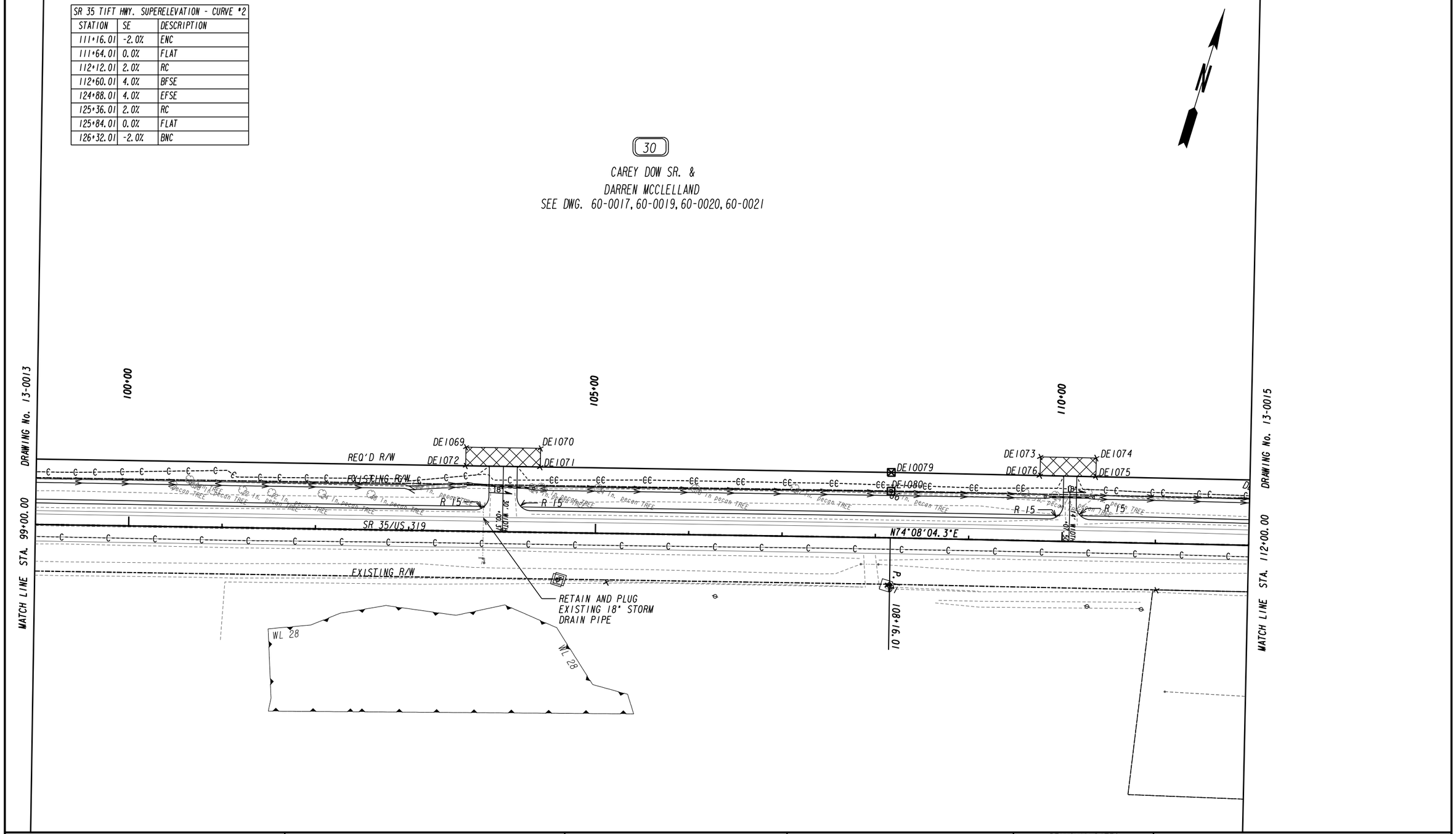
SCALE IN FEET
0 50 100 200

REVISION DATES

CONSTRUCTION PLAN
IRWIN/TIFY COUNTY
SR 35 PASSING LANES

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		13-0013
CORRECTED:		DATE:		
VERIFIED:		DATE:		

SR 35 TIFT HWY. SUPERELEVATION - CURVE #2		
STATION	SE	DESCRIPTION
111+16.01	-2.0%	ENC
111+64.01	0.0%	FLAT
112+12.01	2.0%	RC
112+60.01	4.0%	BFSE
124+88.01	4.0%	EFSE
125+36.01	2.0%	RC
125+84.01	0.0%	FLAT
126+32.01	-2.0%	BNC



PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
REQ'D LIMIT OF ACCESS
REQ'D LIMIT OF ACCESS & R/W
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)

ROADWAY DESIGN

SCALE IN FEET
0 50 100 200

REVISION DATES

CONSTRUCTION PLAN
IRWIN/TIFT COUNTY
SR 35 PASSING LANES

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		13-0014
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

SR 35 TIFT HWY. SUPERELEVATION - CURVE #2		
STATION	SE	DESCRIPTION
111+16.01	-2.0%	ENC
111+64.01	0.0%	FLAT
112+12.01	2.0%	RC
112+60.01	4.0%	BFSE
124+88.01	4.0%	EFSE
125+36.01	2.0%	RC
125+84.01	0.0%	FLAT
126+32.01	-2.0%	BNC

30

CAREY DOW SR. &
DARREN MCCLELLAND
SEE DWG. 60-0017, 60-0018, 60-0020, 60-0021

END FULL DEPTH WIDENING
STA. 116+00.00

END CONSTRUCTION
STA. 117+00.00

END PROJECT
STA. 117+50.00

P.I. 118+85.30

115+00

120+21

125+21

BUGLE LANE RD./CR 114

36 in. pecan TREE

DE1058

DE1059

DE1057

DE1095

WL 30

REQ'D R/W

EXISTING R/W

SR 35/US 319

CURVE #2

EXISTING R/W

WL 29

DRAWING No. 13-0014

MATCH LINE STA. 112+00.00

P.C. 112+28.01

RETAIN EXISTING
3'X3' BOX CULVERT

ruins

END RIGHT OF WAY
ACQUISITION
STA. 116+00.00
MP 4.5

CREPE MYRTLE CIR./CR 114

P.I. 125+20.01

Curve# 7
PI Sta: 118+85.30
N: 570161.1309
E: 2553955.2140
DELTA: 25°58'26.7" (RT)
D: 02°00'37.36"
T: 657.30
L: 1292.00
R: 2850.00
E: 74.81
e: 4.0%

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
REQ'D LIMIT OF ACCESS
REQ'D LIMIT OF ACCESS & R/W
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA
(SEE ERIT TABLE)

ROADWAY DESIGN

SCALE IN FEET
0 50 100 200

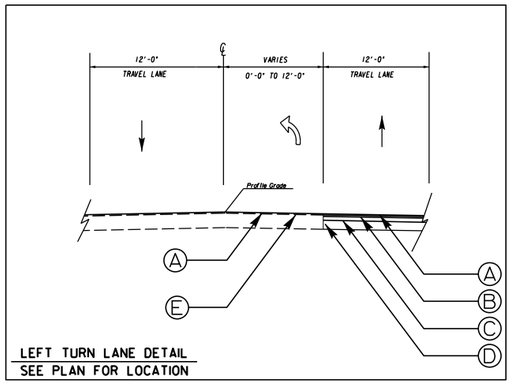
REVISION DATES

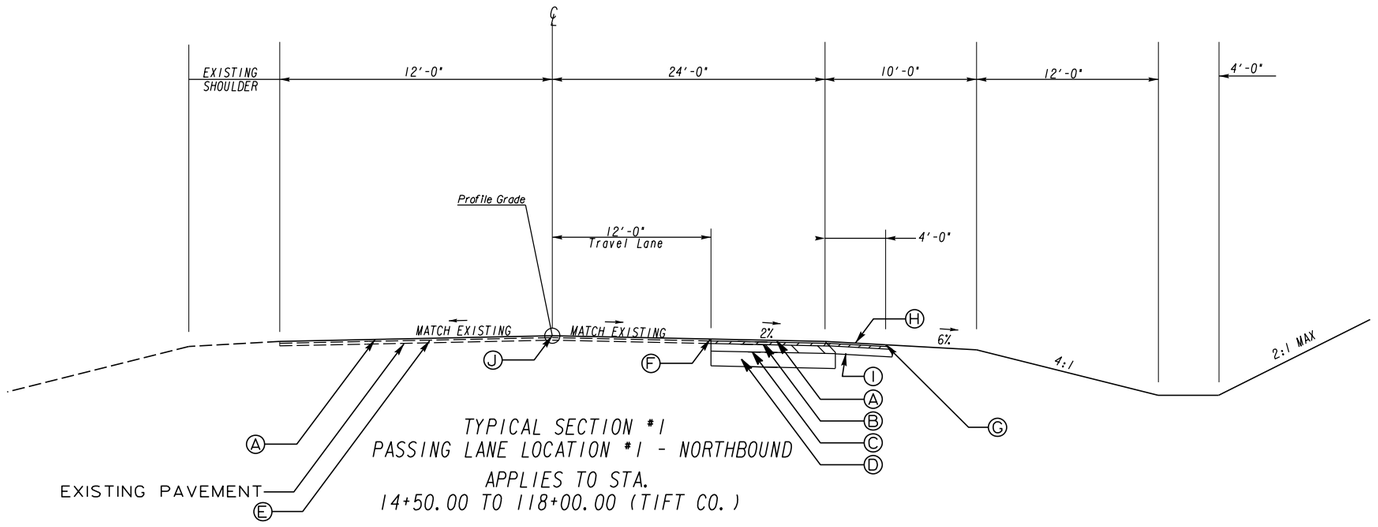
CONSTRUCTION PLAN
IRWIN/TIFT COUNTY
SR 35 PASSING LANES

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		13-0015
CORRECTED:		DATE:		
VERIFIED:		DATE:		

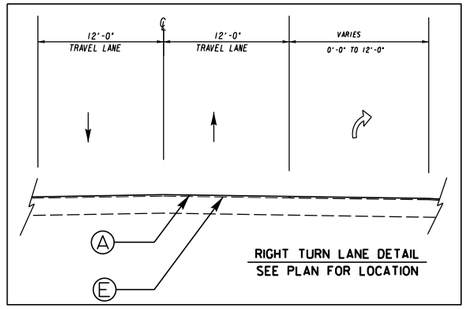
10/23/2015 GPLN

TYPICAL SECTION APPLIES TO US 319/ SR 35





TYPICAL SECTION #1
PASSING LANE LOCATION #1 - NORTHBOUND
APPLIES TO STA.
14+50.00 TO 118+00.00 (TIFT CO.)



SLOPE CONTROLS		
SLOPE	CUT	FILL
4:1	———	0-6'
2:1	ALL	OVER 6'

A) RECYCLED ASPHALTIC CONCRETE 12.5mm SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME 165LB/SY
B) RECYCLED ASPHALTIC CONCRETE 19mm SUPERPAVE, GP 1 OR 2 INCL BITUM & H LIME 220LB/SY
C) RECYCLED ASPHALTIC CONCRETE 25mm SUPERPAVE, GP 1 OR 2 INCL BITUM & H LIME 550LB/SY
D) GRADED AGGREGATE BASE CRS, 12", INCL MATL
E) MILL ASPHALTIC CONCRETE PAVEMENT, 1 1/2 IN DEPTH
F) PAVEMENT REINFORCEMENT FABRIC STRIPS, TP2, 18 INCH WIDE
G) SAFETY EDGE TREATMENT (DETAIL P7)
H) INDENTATION RUMBLE STRIPS - GROUND-IN-PLACE (SKIP)
I) GRADED AGGREGATE BASE CRS, 6", INCL MATL
J) INDENTATION CENTERLINE RUMBLE STRIPS - GROUND-IN-PLACE (CONTINUOUS)

SR 35

ROADWAY DESIGN

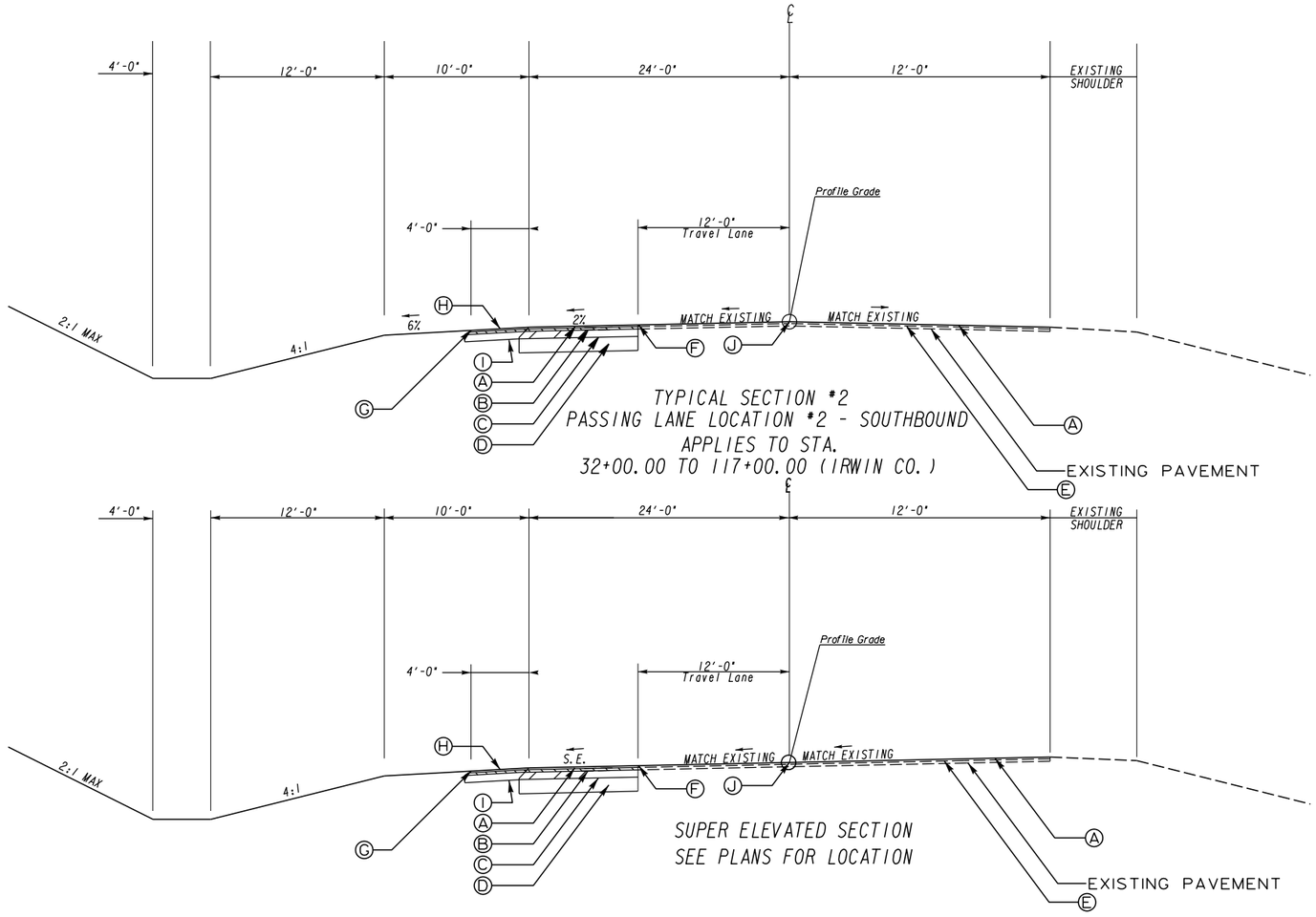
NTS

REVISION DATES

TYPICAL SECTIONS
IRWIN/TIFT COUNTY
SR 35 PASSING LANES

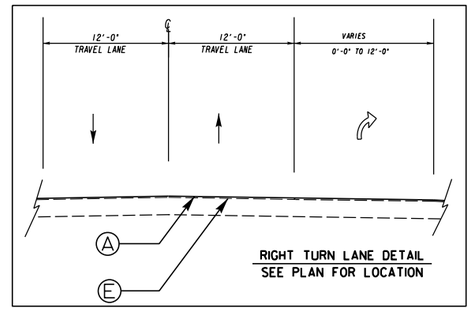
CHECKED:		DATE:	DRAWING No.
BACKCHECKED:		DATE:	05-0001
CORRECTED:		DATE:	
VERIFIED:		DATE:	

TYPICAL SECTION APPLIES TO US 319/ SR 35



TYPICAL SECTION #2
PASSING LANE LOCATION #2 - SOUTHBOUND
APPLIES TO STA.
32+00.00 TO 117+00.00 (IRWIN CO.)

SUPER ELEVATED SECTION
SEE PLANS FOR LOCATION



RIGHT TURN LANE DETAIL
SEE PLAN FOR LOCATION

A) RECYCLED ASPHALTIC CONCRETE 12.5mm SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME 165LB/SY
B) RECYCLED ASPHALTIC CONCRETE 19mm SUPERPAVE, GP 1 OR 2 INCL BITUM & H LIME 220LB/SY
C) RECYCLED ASPHALTIC CONCRETE 25mm SUPERPAVE, GP 1 OR 2 INCL BITUM & H LIME 550LB/SY
D) GRADED AGGREGATE BASE CRS, 12", INCL MATL
E) MILL ASPHALTIC CONCRETE PAVEMENT, 1 1/2 IN DEPTH
F) PAVEMENT REINFORCEMENT FABRIC STRIPS, TP2, 18 INCH WIDE
G) SAFETY EDGE TREATMENT (DETAIL P7)
H) INDENTATION RUMBLE STRIPS - GROUND-IN-PLACE (SKIP)
I) GRADED AGGREGATE BASE CRS, 6", INCL MATL
J) INDENTATION CENTERLINE RUMBLE STRIPS - GROUND-IN-PLACE (CONTINUOUS)

SLOPE CONTROLS		
SLOPE	CUT	FILL
4:1	———	0-6'
2:1	ALL	OVER 6'

SR 35

GDOT ROADWAY DESIGN

NTS

REVISION DATES

TYPICAL SECTIONS
IRWIN/TIFT COUNTY
SR 35 PASSING LANES

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		05-0002
CORRECTED:		DATE:		
VERIFIED:		DATE:		

Detailed Cost Estimate

Job ID: 0013732

Detailed Cost Estimate

Time Processed: Sep-05-2019 07:17:14 PM

JOB NUMBER: 0013732
FED/STATE PROJECT NUMBER:
SPEC YEAR: 13
ITEM HISTORY: ALL_2018Q4_24MO
DESCRIPTION: SR 35 PASSING LANES FM MT. OLIVE CH.RD TO OSCILLA TIFT/IRWIN PASSING LANES
ASSIGNED CONTROL GROUP: OFFICE OF ROADWAY DESIGN

ITEMS FOR JOB 0013732

10 - ROADWAY

Line Number	Item	Quantity	Units	Price	Description	Amount
0005	150-1000	1.00	LS	$150,000.00000	TRAFFIC CONTROL - 0013732	$150,000.00
0010	210-0100	1.00	LS	$500,000.00000	GRADING COMPLETE - 0013732	$500,000.00
0030	402-3190	4016.00	TN	$92.18891	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	$370,230.66
0034	402-3121	7622.00	TN	$81.83266	RECYL AC 25MM SP,GP1/2,BM&HL	$623,728.53
0044	603-2024	250.00	SY	$78.47997	STN DUMPED RIP RAP, TP 1, 24	$19,619.99
0045	603-2181	135.00	SY	$83.31241	STN DUMPED RIP RAP, TP 3, 18	$11,247.18
0050	603-7000	385.00	SY	$3.41971	PLASTIC FILTER FABRIC	$1,316.59
0070	641-1200	590.00	LF	$24.87284	GUARDRAIL, TP W	$14,674.98
0220	413-0750	7296.00	GL	$2.57000	TACK COAT	$18,750.72
0245	153-1300	1.00	EA	$93,190.41000	FIELD ENGINEERS OFFICE TP 3	$93,190.41
0285	641-5001	3.00	EA	$1,246.20232	GUARDRAIL ANCHORAGE, TP 1	$3,738.61
0315	402-3130	7461.00	TN	$86.40336	RECYL AC 12.5MM SP,GP2,BM&HL	$644,655.47
0330	641-5015	3.00	EACH	$3,742.29000	GUARDRL ANCHOR, TP 12A, 31 IN, TANG, E/A	$11,226.87
0340	402-1812	100.00	TN	$81.41601	RECYL AC LEVELING,INC BM&HL	$8,141.60
0360	634-1200	24.00	EA	$157.69131	RIGHT OF WAY MARKERS	$3,784.59
0440	446-1100	20000.00	LF	$3.61150	PVMT REF FAB STRIPS, TP2,18 INCH WIDTH	$72,230.00
0490	456-2015	4.00	GLM	$1,591.36551	INDENT. RUMB. STRIPS - GRND-IN-PL (SKIP)	$6,365.46
0495	310-1101	22471.00	TN	$28.96290	GR AGGR BASE CRS, INCL MATL	$650,825.33
0635	432-0206	53913.00	SY	$2.28304	MILL ASPH CONC PVMT/ 1.50 DEP	$123,085.54
0640	456-2025	4.00	GLM	$1,223.09042	INDNT, CNTR LN RUM STRP - GND-IN-PL(CON)	$4,892.36
ROADWAY Total						**$3,331,704.89**

20 - DRAINAGE

Line Number	Item	Quantity	Units	Price	Description	Amount
0369	550-2180	796.00	LF	$34.71701	SIDE DR PIPE 18,H 1-10	$27,634.74
0375	550-2240	80.00	LF	$45.81800	SIDE DR PIPE 24,H 1-10	$3,665.44
0385	511-1000	7963.00	LB	$1.17598	BAR REINF STEEL	$9,364.33
0390	207-0203	15.00	CY	$98.51462	FOUND BKFILL MATL, TP II	$1,477.72
0395	550-1180	164.00	LF	$59.14514	STM DR PIPE 18,H 1-10	$9,699.80
0400	550-1300	31.00	LF	$91.82857	STM DR PIPE 30,H 1-10	$2,846.69
0409	550-4230	2.00	EA	$984.98322	FLARED END SECT 30 IN, ST DR	$1,969.97
0410	550-4118	52.00	EA	$499.17203	FLARED END SECT 18 IN, SIDE DR	$25,956.95
0415	550-3424	4.00	EA	$1,029.56000	SAFETY END SECTION 24,SD,4:1	$4,118.24
0465	500-3002	96.00	CY	$1,136.86952	CL AA CONCRETE	$109,139.47
0610	550-4218	5.00	EA	$777.63921	FLARED END SECT 18 IN, ST DR	$3,888.20
0615	668-5000	4.00	EA	$2,115.16312	JUNCTION BOX	$8,460.65
0620	668-8013	35.00	SF	$46.11000	SAFETY GRATE, TP 3	$1,613.85
0625	500-3200	3.12	CY	$769.63497	CL B CONC	$2,401.26
DRAINAGE Total						**$212,237.31**

30 - EROSION CONTROL

Line Number	Item	Quantity	Units	Price	Description	Amount
0085	643-8200	3300.00	LF	$3.07117	BARRIER FENCE (ORANGE), 4 FT	$10,134.86
0500	163-0232	5.00	AC	$580.56138	TEMPORARY GRASSING	$2,902.81
0505	163-0240	215.00	TN	$219.28776	MULCH	$47,146.87
0510	700-6910	10.00	AC	$1,268.75645	PERMANENT GRASSING	$12,687.56

Line Number	Item	Quantity	Units	Price	Description	Amount
0515	700-7000	20.00	TN	$213.85782	AGRICULTURAL LIME	$4,277.16
0520	700-8000	3.00	TN	$769.69971	FERTILIZER MIXED GRADE	$2,309.10
0525	700-8100	500.00	LB	$4.32609	FERTILIZER NITROGEN CONTENT	$2,163.05
0530	163-0520	100.00	LF	$17.82547	CONSTR AND REMOVE TEMP PIPE SLOPE DRAIN	$1,782.55
0535	163-0528	125.00	LF	$10.61994	CONSTR AND REM FAB CK DAM -TP C SLT FN	$1,327.49
0540	163-0527	20.00	EA	$333.43204	CNST/REM RIP RAP CKDM,STN P RIPRAP/SN BG	$6,668.64
0545	163-0541	10.00	EA	$941.54294	CONSTR & REM ROCK FILTER DAMS	$9,415.43
0550	163-0501	6.00	EA	$638.00000	CONSTR AND REMOVE SILT CONTROL GATE,TP 1	$3,828.00
0555	165-0030	12500.00	LF	$1.19875	MAINT OF TEMP SILT FENCE, TP C	$14,984.38
0560	163-0300	4.00	EA	$1,936.17535	CONSTRUCTION EXIT	$7,744.70
0565	165-0085	6.00	EA	$165.00000	MAINT OF SILT CONTROL GATE, TP 1	$990.00
0570	165-0041	185.00	LF	$5.36041	MAINT OF CHECK DAMS - ALL TYPES	$991.68
0575	171-0030	25000.00	LF	$4.33831	TEMPORARY SILT FENCE, TYPE C	$108,457.75
0580	167-1000	4.00	EA	$266.30405	WATER QUALITY MONITORING AND SAMPLING	$1,065.22
0585	167-1500	12.00	MO	$1,054.95624	WATER QUALITY INSPECTIONS	$12,659.47
0590	711-0100	100.00	SY	$4.86000	TURF REINFORCING MATTING, TP 1	$486.00
0595	716-2000	6605.00	SY	$1.52848	EROSION CONTROL MATS, SLOPES	$10,095.61
0600	165-0110	10.00	EA	$151.34416	MAINT OF ROCK FILTER DAM	$1,513.44
0605	165-0101	4.00	EA	$749.75064	MAINT OF CONST EXIT	$2,999.00
EROSION CONTROL Total						**$266,630.77**

40 - SIGNING AND MARKING

Line Number	Item	Quantity	Units	Price	Description	Amount
0170	636-2070	245.00	LF	$8.90632	GALV STEEL POSTS, TP 7	$2,182.05
0175	653-2501	7.23	LM	$2,203.32681	THERMO SOLID TRAF ST, 5 IN, WH	$15,936.66
0180	653-2502	7.20	LM	$2,106.51054	THERMO SOLID TRAF ST, 5 IN YE	$15,166.88
0182	653-1704	81.00	LF	$6.99263	THERM SOLID TRAF STRIPE,24,WH	$566.40
0185	654-1001	944.00	EA	$5.33685	RAISED PVMT MARKERS TP 1	$5,037.99
0186	654-1003	752.00	EA	$3.81249	RAISED PVMT MARKERS TP 3	$2,866.99
0240	636-1033	115.00	SF	$18.19015	HWY SIGNS, TP1MAT,REFL SH TP 9	$2,091.87
0325	653-4501	2.84	GLM	$1,484.60783	THERMO SKIP TRAF ST, 5 IN, WHI	$4,217.77
0630	653-0120	6.00	EA	$89.43655	THERM PVMT MARK, ARROW, TP 2	$536.62
0645	636-1036	79.00	SF	$24.50000	HWY SGN,TP1MAT,REFL SH TP 11	$1,935.50
SIGNING AND MARKING Total						**$50,538.73**

TOTALS FOR JOB 0013732

ITEMS COST:	$3,861,111.70
COST GROUP COST:	$0.00
ESTIMATED COST:	$3,861,111.70
CONTINGENCY PERCENT:	0.00%
ENGINEERING AND INSPECTION:	0.00%
ESTIMATED COST WITH CONTINGENCY AND E&I:	$3,861,111.70

File Location: Div of Preconstruction > CES

Georgia Department of Transportation

Interoffice Memo

FILE

PI NUMBER	0013732	PROJECT DESCRIPTION	SR 35 PASSING LANES FROM MT. OLIVE CHURCH RD. (TIFT) TO OCILLA (IRWIN)
OFFICE	Program Delivery		
DATE	Thursday, September 05, 2019		

From: OFFICE OF ROADWAY DESIGN

To: Erik Rohde, P.E., State Project Review Engineer
via email Mailbox: CostEstimatesandUpdates@dot.ga.gov

Subject: **REVISIONS TO PROGRAMMED COSTS**

Project Manager:	Cherrall Dempsey
Management Let Date:	11/22/2019
Management Right of Way Date:	11/15/2018

Summary of Programmed Costs and Proposed Revised Costs:

Estimate Type	Programmed Costs (T-Pro Without Inflation)	Last Estimate Date	Revised Cost Estimate
CONSTRUCTION	$11,340,000.00		$4,581,026.52
RIGHT OF WAY	$1,658,181.00		$1,471,000.00
UTILITIES	$63,000.00		$529,000.00

Explanation for Cost Increase and Contingency Justification:

Attachments:

Georgia Department of Transportation

Interoffice Memo

Design Phase Leader Validation of Final QC/QA for Construction Cost Estimate Used In This Revision to Programmed Costs:

Consultant Company or GDOT Design Office:	OFFICE OF ROADWAY DESIGN
Printed Name:	Theresa R. Holder
Title:	Asst. State Roadway Design Engineer
Signature:	Holder
Date:	9/5/19

Georgia Department of Transportation

Interoffice Memo

Cost Estimate Worksheet:

CONSTRUCTION COST ESTIMATE (Required base estimate entered from CES and should not include E&I). →	**A**	$ 3,861,111.70
ENGINEERING AND INSPECTION (The default E&I percentage is 5.0%, but may be adjusted per project scope.) →	**D**	$ 193,055.59

Construction Cost	E&I Percentage	E&I Cost
B	C	D = B x C
$ 3,861,111.70	5%	$ 193,055.59

CONTINGENCY (Refer to the Risk and Contingencies Table included in GDOT Policy 3A-9 Cost Estimating Purpose) →	**I**	$ 202,708.36

Construction Cost	E&I Cost	Construction + E&I	Contingency Percentage	Contingency Cost
E	F	G = E + F	H	I = G x H
$ 3,861,111.70	$ 193,055.59	$ 4,054,167.29	5%	$ 202,708.36

ASPHALT FUEL PRICE ADJUSTMENT (Leave blank if not applicable) →	**Q**	$ 324,150.87

Date	Sept. 2019
Regular Unleaded	$2.399/ GAL
Diesel	$2.890/ GAL
Liquid AC	$545.00/ TON

Current Asphalt Fuel Index Prices can be found at the link below:

http://www.dot.ga.gov/PS/Materials/AsphaltFuelIndex

Liquid AC		Tons	Percentage of Asphaltic Concrete	Tons of Asphaltic Concrete	Total Monthly Tonnage of Asphalt Cement (TMT)	Monthly Asphalt Cement Price month project let (APL)	Max. Cap	Monthly Asphalt Cement Price month placed (APM)	Price Adjustment (PA)
	Description	J	K	L = J x K	M = Sum of Columns L, T & W	N	O	P = (N x O)+N	Q = [((P - N) / N)] x M x N
	Leveling	100.00 TN	5.00%	5.00 TN	991.29 TN	$545.00/ TON	60%	$ 872.00	$ 324,150.87
	9.5 mm SP								
	12.5 OGFC								
	12.5 PEM								
	12.5 mm SP	7461.00 TN	5.00%	373.05 TN					
	19 mm SP	4016.00 TN	5.00%	200.80 TN					
	25 mm SP	7622.00 TN	5.00%	381.10 TN					
Bituminous Tack Coat		Tack Coat	GL/TN	Tons					
	Description	R	S	T = R/S					
	Tack Coat	7296.00 GL	232.8234 GL/TN	31.34 TN					
Bituminous Tack Coat (Surface Treatment)		SY	GL/SY	TN					
	Description	U	V	W = (U x V) / (232.8234 GL/TN)					
	Single Surface Treatment		0.20 Gl/SY						
	Double Surface Treatment		0.44 Gl/SY						
	Triple Surface Treatment		0.71 Gl/SY						

CONSTRUCTION TOTAL COST →	**X = A+D+I+Q**	$ 4,581,026.52
RIGHT OF WAY COST →	**Y**	$ 1,471,000.00
UTILITIES COST (Provided by Utility Office) →	**Z = Sum of Reimbursable Costs**	$ 529,000.00

Utility Owner	Reimbursable Cost	Utility Owner	Reimbursable Cost
Bellsouth	$ -		
City of Tifton	$ -		
Colquitt EMC	$ 154,000.00		
Dixie Pipeline	$ 120,000.00		
Georgia Power Transmission	$ 80,000.00		
Irwin Emc	$ 175,000.00		
Mediacom	$ -		
Plant Tiftnet	$ -		
Windstream	$ -		

GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 4/17/2019 Project: SR 35 Passing Lanes Preferred ALT
Revised: County: Irwin/Tift
PI: 13732
Description: SR 35 from Ferry Lake Road/ Tift to Stump Creek/Irwin 3 Locations
Project Termini:

Existing ROW: Varies
Parcels: 31 Required ROW: Varies

Land and Improvements		$608,619.38
Proximity Damage	*$84,000.00*	
Consequential Damage	*$37,250.00*	
Cost to Cures	*$17,500.00*	
Trade Fixtures	*$0.00*	
Improvements	*$145,275.00*	
Valuation Services		$153,125.00
Legal Services		$208,425.00
Relocation		$203,000.00
Demolition		$30,000.00
Administrative		$267,000.00
TOTAL ESTIMATED COSTS		$1,470,169.38
TOTAL ESTIMATED COSTS (ROUNDED)		***$1,471,000.00***

Prepared By: Emory D. Dixon III Emory D. Dixon III 4/17/2019
Print Name Signature Date

Cost Estimation Supervisor : Valencia Carter Valencia Carter 4/24/19
Print Name Signature Date

NOTE: Superviser is only attesting that the estimate was completed using the correct information provided for the the project. The Supervisor is not attesting to property values or the accuracy of the market value estimations provided in this report. No Market Appreciation is included in this Preliminary Cost Estimate.

Comments:

Georgia Department of Transportation

Interoffice Memo

FILE

Project No:
County **TIFT IRWIN**
P.I. # **0013732**
Description: **SR 35 FM FERRY LAKE ROAD/TIFT TO STUMP CREEK/IRWIN @ 3 LOCS**

Office: **Tifton**
Date: **March 26, 2019**

FROM Stacy Aultman, District Utilities Engineer

TO Cherral Dempsey, Project Manager

SUBJECT **PRELIMINARY UTILITY COST ESTIMATE ALTERNATE 1**

A review of utilities located on the above referenced project has been conducted with Concept Layout plans.. Listed below is a breakdown of the anticipated reimbursable and non-reimbursable cost.

Utility Owner	Reimbursable	Non-Reimbursable	Estimate Based on
Bellsouth	$0.00	$195,000.00	Preliminary info from Utility
City of Tifton	$0.00	$0.00	Site Visit / Available Drawings
Colquitt EMC	$154,000.00	$0.00	Site Visit / Available Drawings
Dixie Pipeline	$120,000.00	$180,000.00	Site Visit / Available Drawings
Georgia Power Transmission	$80,000.00	$0.00	Site Visit / Available Drawings
Irwin EMC	$175,000.00	$0.00	Site Visit / Available Drawings
Mediacom	$0.00	$26,500.00	Site Visit / Available Drawings
Plant Tiftnet	$0.00	$0.00	Preliminary info from Utility
Windstream	$0.00	$80,000.00	Site Visit / Available Drawings
	$0.00	$0.00	
	$0.00	$0.00	
Total 100.00%	$529,000.00	$481,500.00	
Department Responsibility 100.00%	$529,000.00		
Local Sponsor Responsibility 0.00%	$ 0.00	$ 0.00	PFA Dated N/A with N/A

Update All

** Indicates Potential Utility Aid Request from Local Gov't

Estimate is based on the best available information at the current stage, unforeseen prior rights information may be provided by the Utility Company at a later date that could cause some non-reimbursable costs to shift to the reimbursable cost column.

If additional information is needed, please contact Mike Simmons at (229) 391-5447.

cc: Marvin Gavins, Designer
Patrick Allen, P.E., State Utilities Office
Yulonda Pride-Foster, State Utilities Preconstruction Engineer
Tim Warren, P.E., District Preconstruction Engineer

Sawyer, Chris

From: Erin McGehee <emcgehee@HNTB.com>
Sent: Friday, June 07, 2019 7:52 AM
To: Dempsey, Cherral M
Cc: Sawyer, Chris; Gavins, Marvin; Robert Brown
Subject: RE: 0013732 Irwin, Tift Environmental Mitigation Cost Estimate

Good morning, Cherral.

I forwarded your email to Robert, our Lead Ecologist on this project. He said there's not an estimate at this time and that it's more of an AOE level analysis. Typically you have to do the USACE quality assessments for each resource and measure concept impacts. It can be pretty time consuming. But we can be confident though that this project will fit under a Regional Permit and not need an IP.

He followed up with a very rough estimate and it's likely to change. Also there are apparently no stream credits available in the watershed right now, so we'd have to go with in-lieu fee which is $104.50 per credit.

Stream - $65,417
Wetland - $13,600

Hope this helps. I cc'd Robert in case you have any additional follow up questions.

Thanks,

Erin McGehee
Environmental Planner III
Environmental Planning
Atlanta Office Quality Manager
Tel (404) 946-5707 **Cell** (470) 259-6329 **Email** emcgehee@HNTB.com

HNTB CORPORATION
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191 Peachtree Street, NE | Atlanta, GA 30303 | hntb.com

100+ YEARS OF INFRASTRUCTURE SOLUTIONS

From: Dempsey, Cherral M [mailto:CDempsey@dot.ga.gov]
Sent: Wednesday, June 5, 2019 2:58 PM
To: Erin McGehee <emcgehee@HNTB.com>
Cc: Sawyer, Chris <csawyer@dot.ga.gov>; Gavins, Marvin <mgavins@dot.ga.gov>
Subject: 0013732 Irwin, Tift Environmental Mitigation Cost Estimate

Erin,

Do you know if there is an Environmental (Section 404) mitigation cost estimate available for this project?

Thanks,

Cherral Dempsey
Assistant District 3/4W Program Manager
Georgia Department of Transportation
Office of Program Delivery
600 West Peachtree Street, 25th floor
Atlanta, GA 30308
404-631-1154 office
478-957-9381 cell
cdempsey@dot.ga.gov

Hands-free cell phone use is the law when driving in Georgia. When drivers use cell phones and other electronic devices it must be with hands-free technology. There are many facets to the law. For details, visit https://www.gahighwaysafety.org/highway-safety/hands-free-law/

Original Version: May 24, 2013
Revision: April 5, 2018

Concept Utility Report

Project Number:

District: 4

County: Tift Irwin

Prepared by: Mike Simmons

PI: 0013732

Date: March 27, 2019

Project Description: SR 35 FM FERRY LAKE ROAD/TIFT TO STUMP CREEK/IRWIN @ 3 LOCS

The information provided herein has been gathered from Georgia811 and/or field visits and serves as an estimate. Nothing contained in this report is to be used as a substitute for 1st Submission or SUE.

Are SUE services recommended? ○ Yes ◉ No Level:

Public Interest Determination (PID): No Use

Is a separate utility funding phase recommended? ○ Yes ◉ No

Potential Project (Schedule/Budget) Impacts: Water Tank & Well & telecommunications switch on Alt. 2 & 3

Capital Improvement Projects (Utilities) Anticipated in the Area: ○ Yes ◉ No

Project Specific Recommendations for Avoidance/Mitigation: Water Tank & Well & Telecommunications Switch

Right of Way Coordination: none known

Environmental Coordination: none known

Additional Remarks: Shift the beginning of the project for Alt. 2 & 3 to avoid the water tank, well & switch

Original Version: May 24, 2013
Revision: April 5, 2018

Concept Utility Report

Utilities have facilities within the project limits.

Utilities have been located using Georgia811 and/or field visits.

Add Row	Del Row	Existing Facilities/ Appurtenances	Approximate Limits (Station/Offset)	Reimbursable cost (est.)	Non-reimbursable cost (est.)	Facilities to Avoid (Station/Offset)	Facility Retention Recommended	Comments
+	-	Colquitt EMC		$301,000.00			○ Yes ◉ No	
+	-	Irwin EMC		$203,000.00			○ Yes ◉ No	
+	-	Georgia Power (Trans)		$160,000.00			○ Yes ◉ No	
+	-	Bellsouth			$245,000.00		○ Yes ◉ No	
+	-	City of Tifton		$2,015,000.00			○ Yes ◉ No	Shift beginning of project for Alt. 2 & 3 to avoid water tank and well
+	-	Dixie Pipeline		$120,000.00	$180,000.00		○ Yes ◉ No	
+	-	Mediacom			$26,500.00		○ Yes ◉ No	
+	-	Plant TiftNet			$54,000.00		○ Yes ◉ No	Shift beginning of project for Alt. 2 & 3 to avoid switch
+	-	Windstream			$80,000.00		○ Yes ◉ No	

	0013732 Crash Data on SR 35											
Year	Crashes	Injuries	Fatalities	Manner of Collision								
				Other	Not a Collision with a motor vehicle	Sideswipe – Same Direction	Sideswipe – Opposite Direction	Roll Over	Fixed Object	Angle	Head On	Rear End
2015	26	16	0	0	13	0	0	0	0	6	1	6
2016	24	12	2	3	5	1	2	0	0	4	3	6
2017	28	15	0	0	8	1	1	0	0	5	3	10
TOTAL:	78	43	2	3	26	2	3	0	0	15	7	22

NOTES:

- The two fatalities occurred as a result of a head on collision approximately 1.5 miles north of B in Irwin County
- Rear end crashes occurred at various intersections along the corridor with 4 crashes at Chula Brookfield Road and 3 at Sutton Road
- Angle crashes occurred at various intersections along the corridor with 3 crashes at Chula Brookfield Road

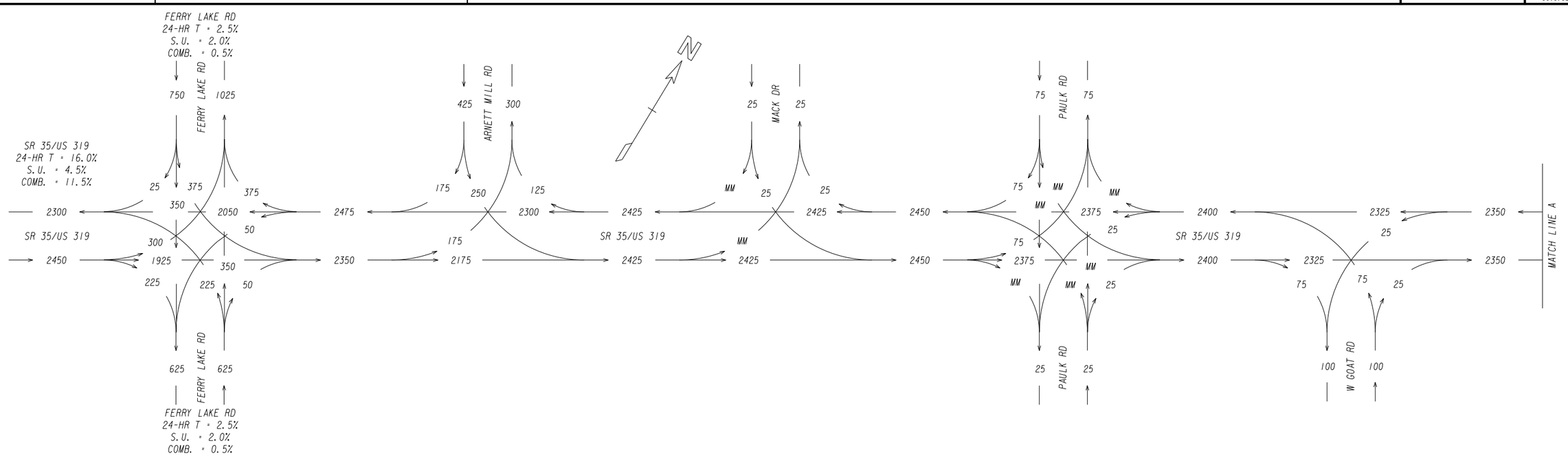
DATE$$$ TIME$$$
$USER$

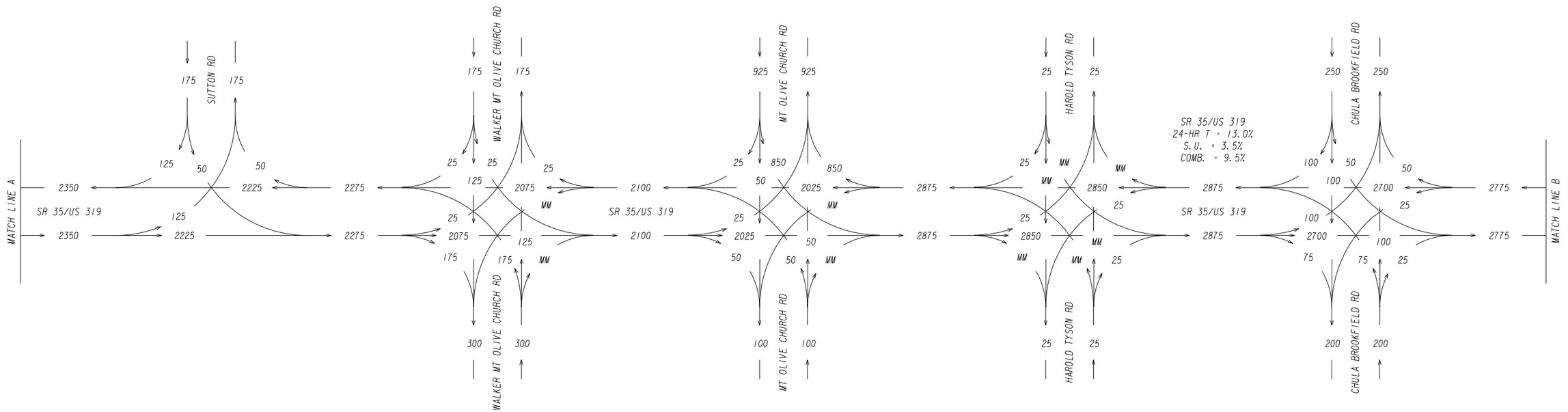
$PRF8$
$$PENTABLE$$

DGN

GDOT

P. I. No.
0013732





MM 04/2019

P. I. #0013732
IRWIN & TIFT COUNTY
SR 35/US 319 FROM FERRY LAKE RD
TO SR 32/MYSTIC HWY

2019 EXISTING
AADT = 000

GDOT

HNTB
191 PEACHTREE ST, NE
SUITE 3300
ATLANTA, GEORGIA 30303

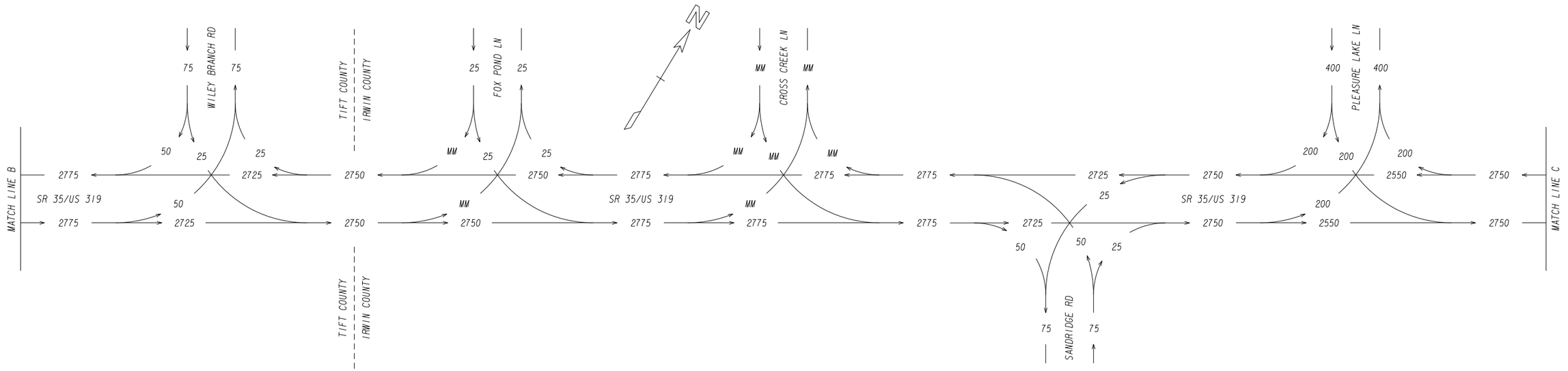
REVISION DATES

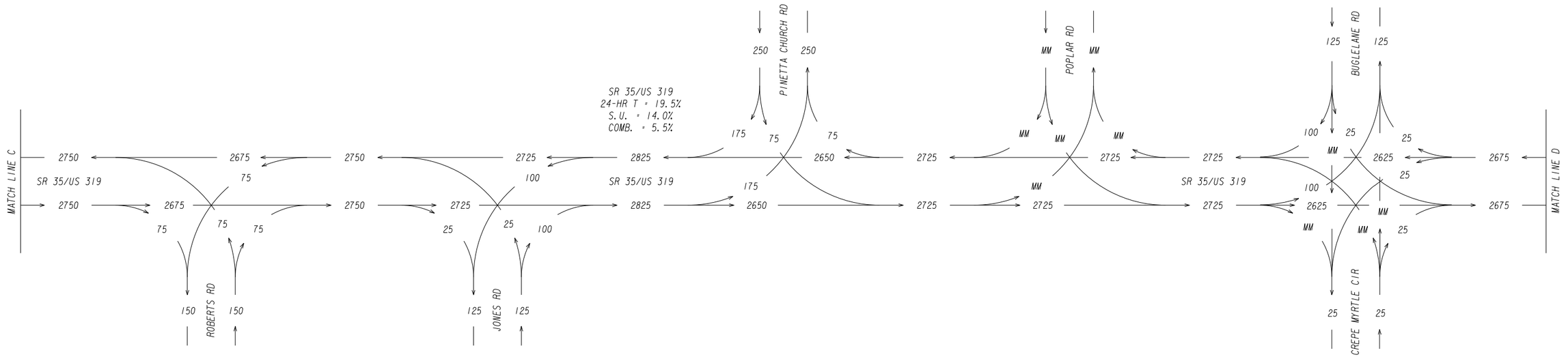
TRAFFIC DIAGRAM
IRWIN & TIFT COUNTY

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		10-001
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

DATE$$$ TIME$$$ | $PRF8$ | DGN | P. I. No.
$USER$ | $$PENTABLE$$ | | 0013732





MM 04/2019

P. I. #0013732
IRWIN & TIFT COUNTY
SR 35/US 319 FROM FERRY LAKE RD
TO SR 32/MYSTIC HWY

2019 EXISTING
AADT = 000

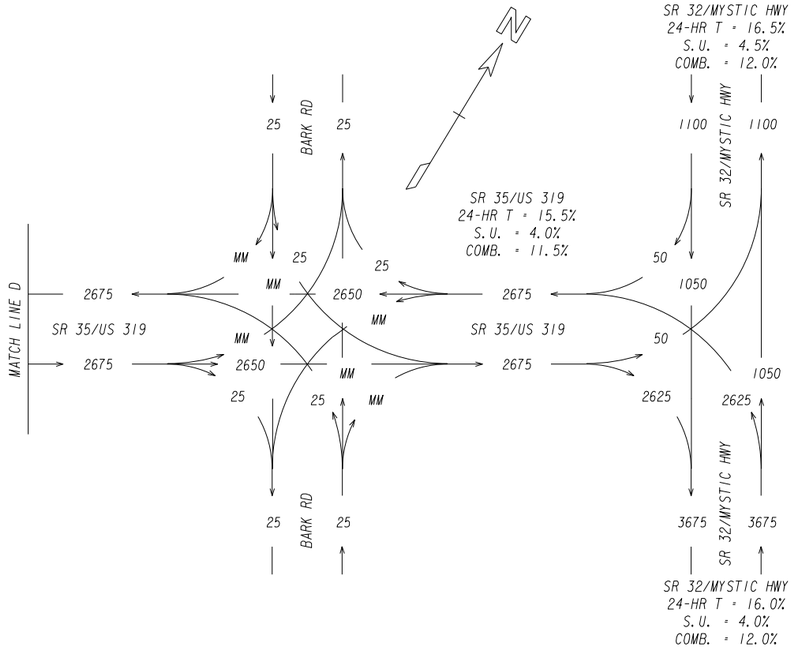
HNTB
191 PEACHTREE ST, NE
SUITE 3300
ATLANTA, GEORGIA 30303

REVISION DATES

TRAFFIC DIAGRAM
IRWIN & TIFT COUNTY

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		10-002
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN



MW 04/2019

P. I. #0013732
IRWIN & TIFT COUNTY
SR 35/US 319 FROM FERRY LAKE RD
TO SR 32/MYSTIC HWY

2019 EXISTING
AADT = 000

HNTB
191 PEACHTREE ST, NE
SUITE 3300
ATLANTA, GEORGIA 30303

REVISION DATES

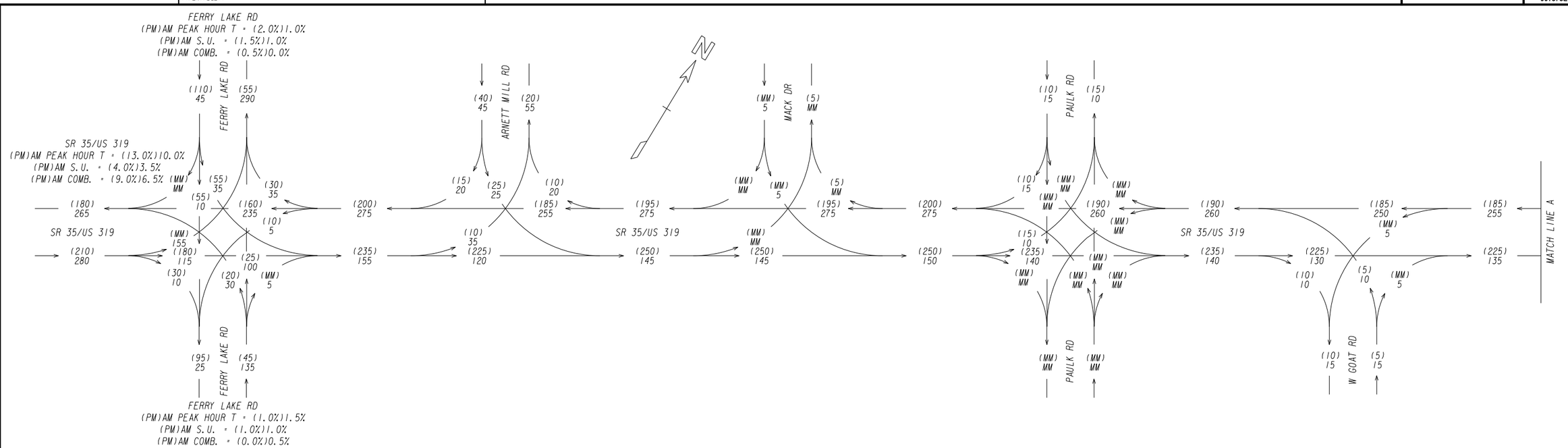
TRAFFIC DIAGRAM
IRWIN & TIFT COUNTY

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		10-003
VERIFIED:		DATE:		

10/23/2015 GPLN

DATE$$$ TIME$$$ | $PRF8$ | DGN | P.I. No. 0013732

$USER$ | $$PENTABLE$$



MM 04/2019

P.I. #0013732
IRWIN & TIFT COUNTY
SR 35/US 319 FROM FERRY LAKE RD
TO SR 32/MYSTIC HWY

2019 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

HNTB
191 PEACHTREE ST, NE
SUITE 3300
ATLANTA, GEORGIA 30303

REVISION DATES

TRAFFIC DIAGRAM
IRWIN & TIFT COUNTY

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		10-004
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

DATE$$$ TIME$$$ | $PRF8$ | DGN | P. I. No. 0013732

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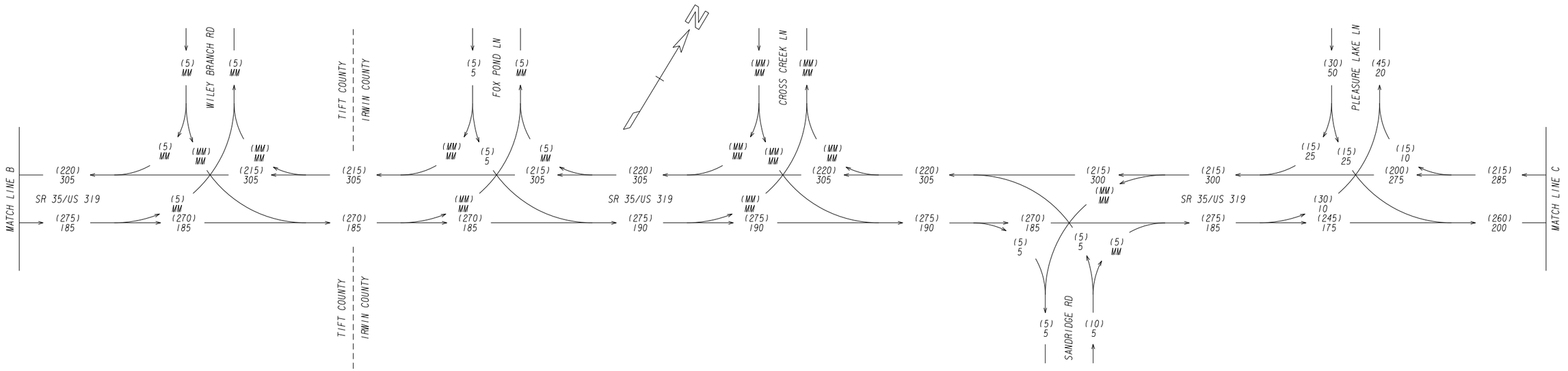

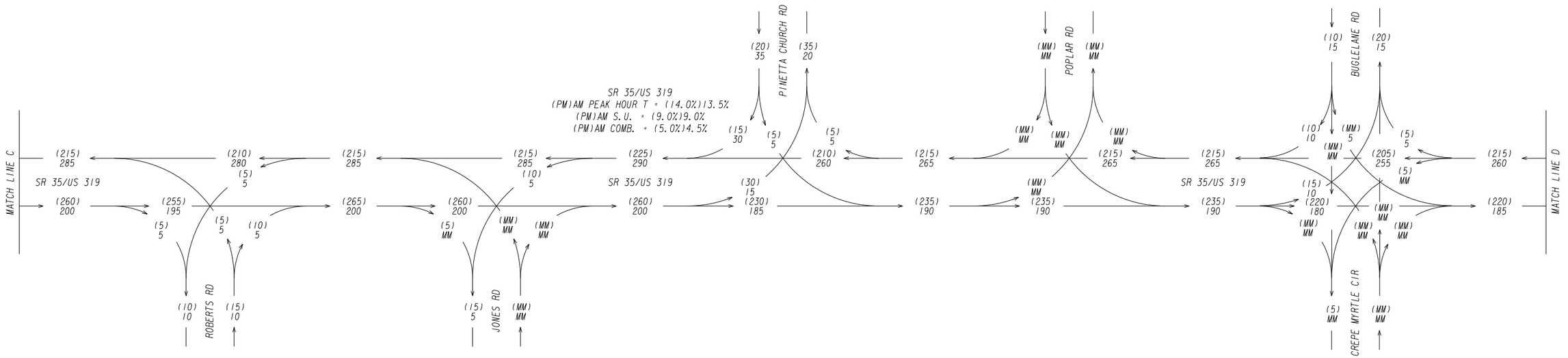

MM 04/2019

P. I. #0013732
IRWIN & TIFT COUNTY
SR 35/US 319 FROM FERRY LAKE RD
TO SR 32/MYSTIC HWY

2019 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

HNTB
191 PEACHTREE ST, NE
SUITE 3300
ATLANTA, GEORGIA 30303

REVISION DATES

TRAFFIC DIAGRAM
IRWIN & TIFT COUNTY

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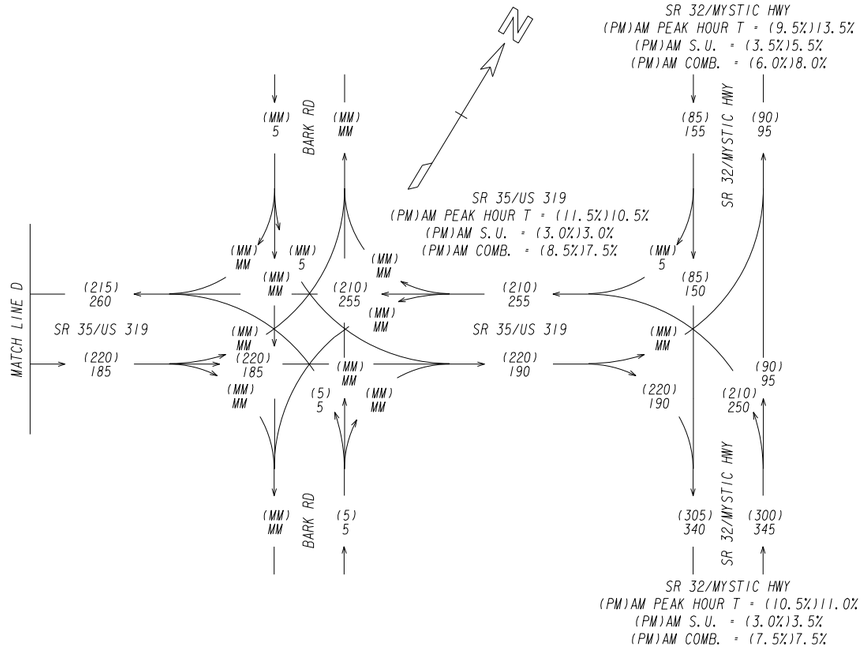
VERIFIED:		DATE:		

10/23/2015 GPLN



MM 04/2019

P. I. #0013732
IRWIN & TIFT COUNTY
SR 35/US 319 FROM FERRY LAKE RD
TO SR 32/MYSTIC HWY

2019 EXISTING
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

HNTB
191 PEACHTREE ST, NE
SUITE 3300
ATLANTA, GEORGIA 30303

REVISION DATES

TRAFFIC DIAGRAM
IRWIN & TIFT COUNTY

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		10-006
VERIFIED:		DATE:		

10/23/2015 GPLN

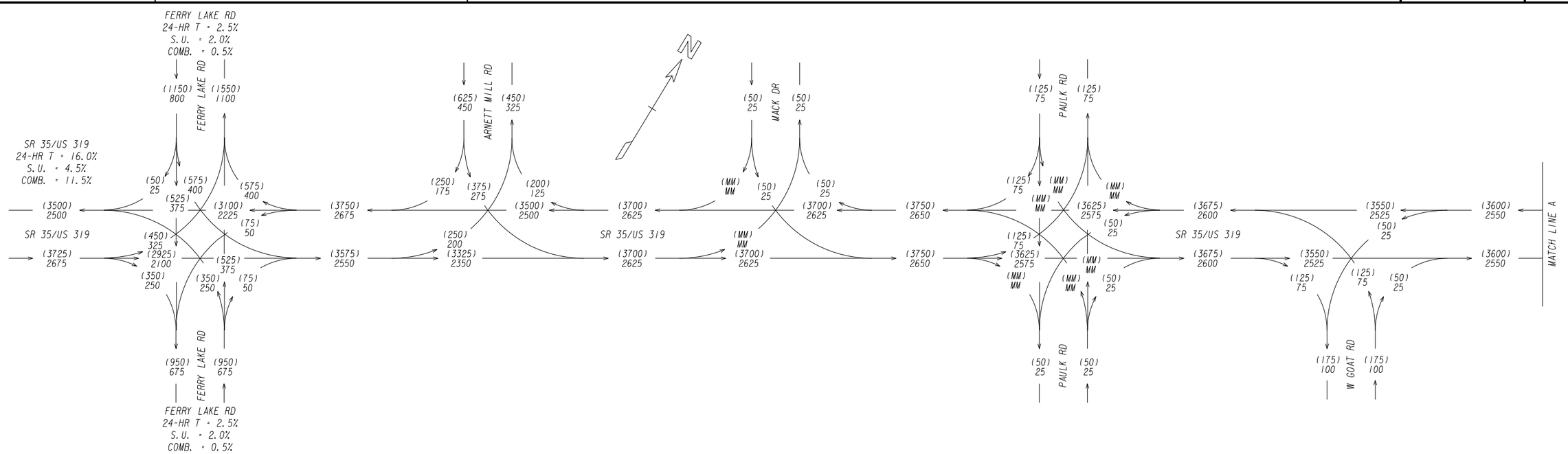
DATE$$$ TIME$$$
$USER$

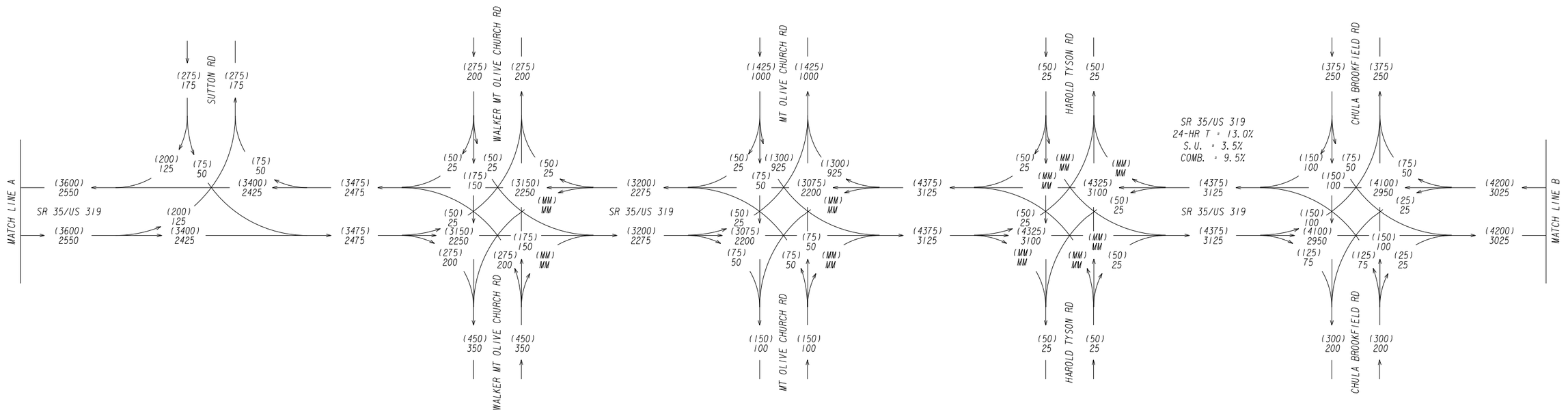
$PRF8$
$$PENTABLE$$

DGN

GDOT

P. I. No.
0013732





MM 04/2019

P. I. #0013732
IRWIN & TIFT COUNTY
SR 35/US 319 FROM FERRY LAKE RD
TO SR 32/MYSTIC HWY

BUILD/NO-BUILD
2044 AADT = (000)
2024 AADT = 000

GDOT

HNTB
191 PEACHTREE ST, NE
SUITE 3300
ATLANTA, GEORGIA 30303

REVISION DATES

TRAFFIC DIAGRAM
IRWIN & TIFT COUNTY

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		10-007
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10/23/2015 GPLN

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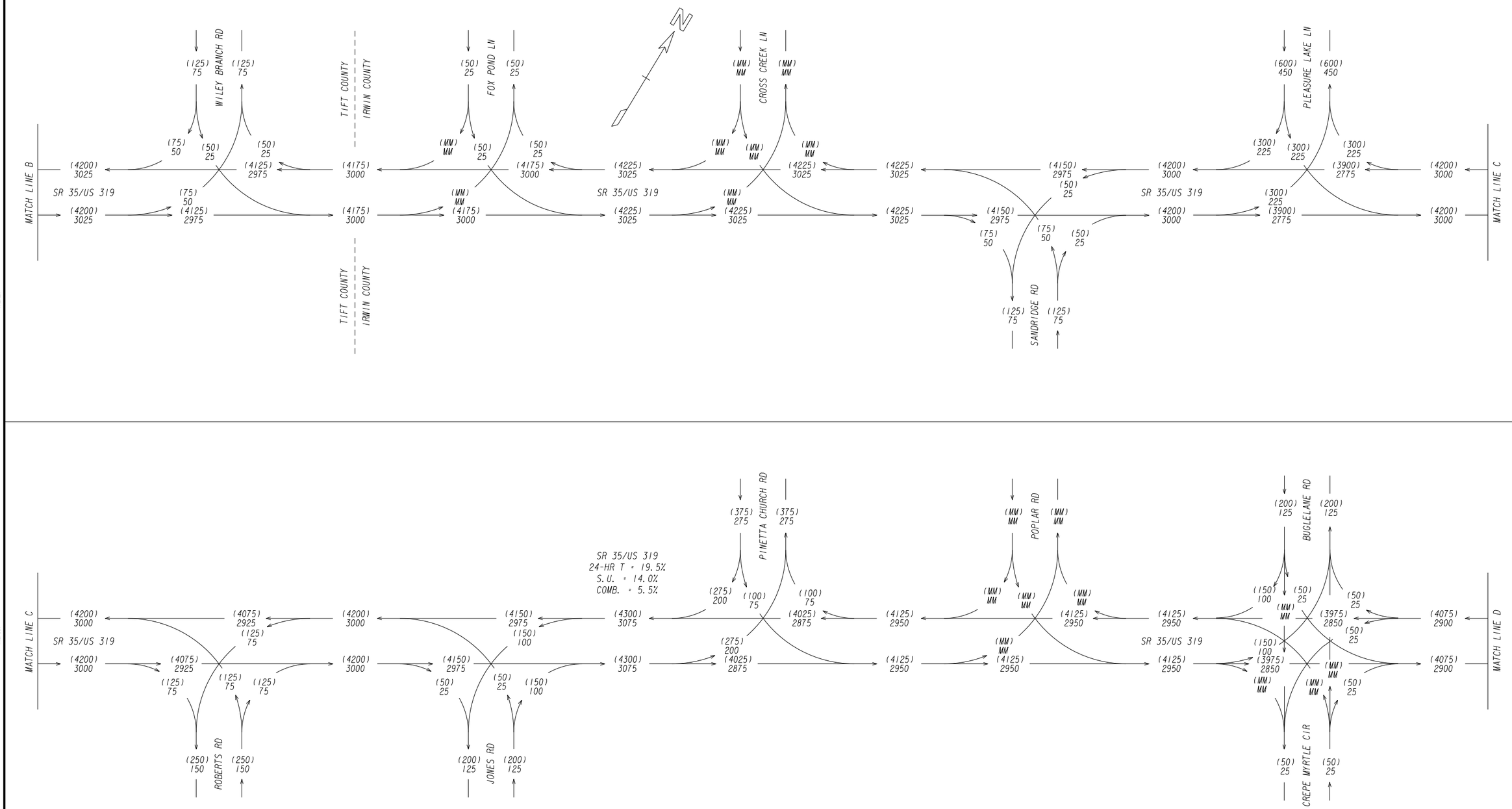

MM 04/2019

P. I. #0013732
IRWIN & TIFT COUNTY
SR 35/US 319 FROM FERRY LAKE RD
TO SR 32/MYSTIC HWY

BUILD/NO-BUILD
2044 AADT = (000)
2024 AADT = 000

HNTB
191 PEACHTREE ST, NE
SUITE 3300
ATLANTA, GEORGIA 30303

REVISION DATES

TRAFFIC DIAGRAM
IRWIN & TIFT COUNTY

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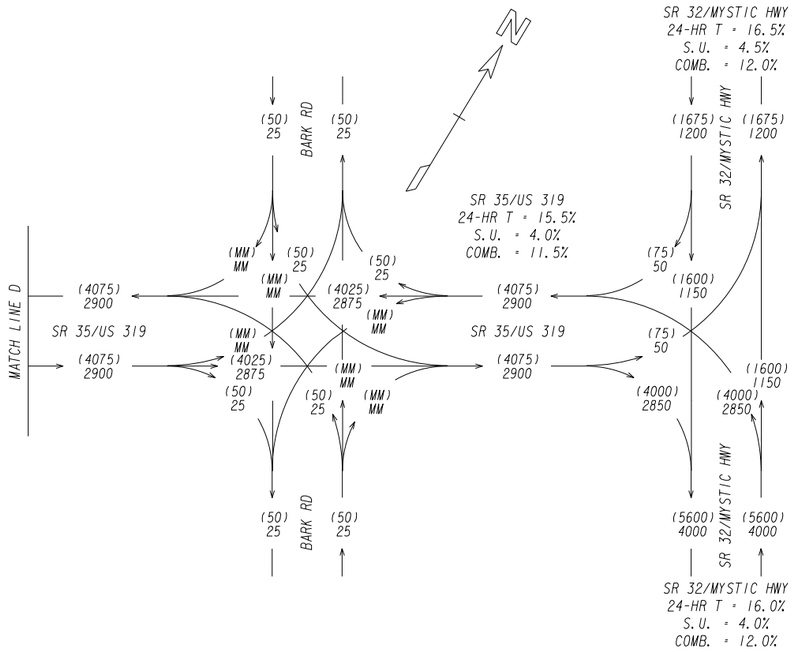
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN



MW 04/2019

P. I. #0013732
IRWIN & TIFT COUNTY
SR 35/US 319 FROM FERRY LAKE RD
TO SR 32/MYSTIC HWY

BUILD/NO-BUILD
2044 AADT = (000)
2024 AADT = 000

GDOT

HNTB
191 PEACHTREE ST, NE
SUITE 3300
ATLANTA, GEORGIA 30303

REVISION DATES

TRAFFIC DIAGRAM
IRWIN & TIFT COUNTY

		DATE:		DRAWING No.
CHECKED:				
BACKCHECKED:		DATE:		10-009
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

DATE$$$ TIME$$$ $PRF8$ DGN P. I. No. 0013732

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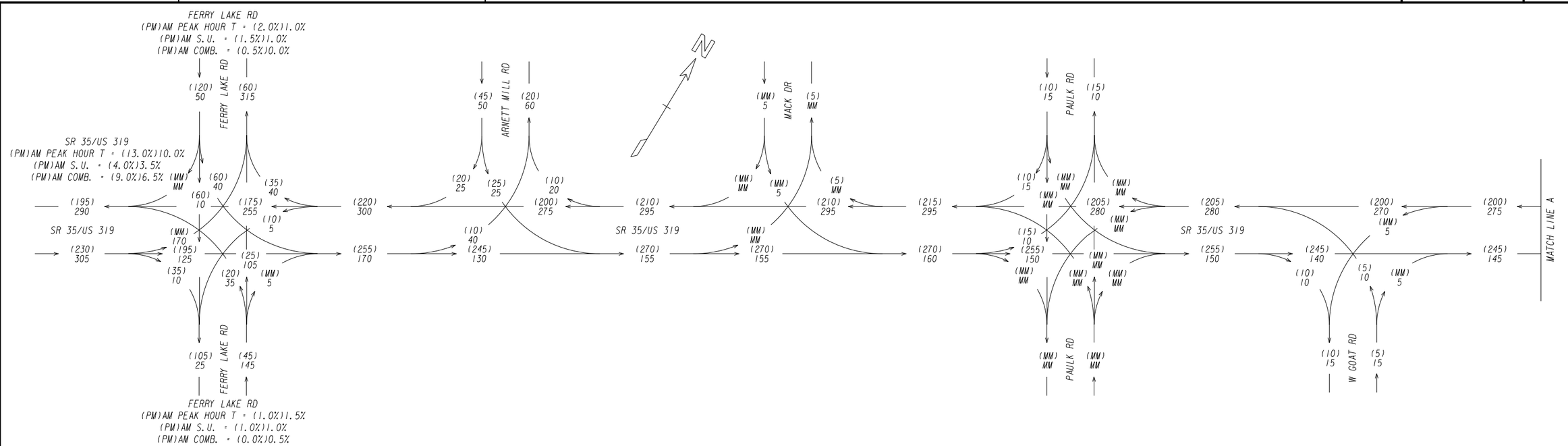
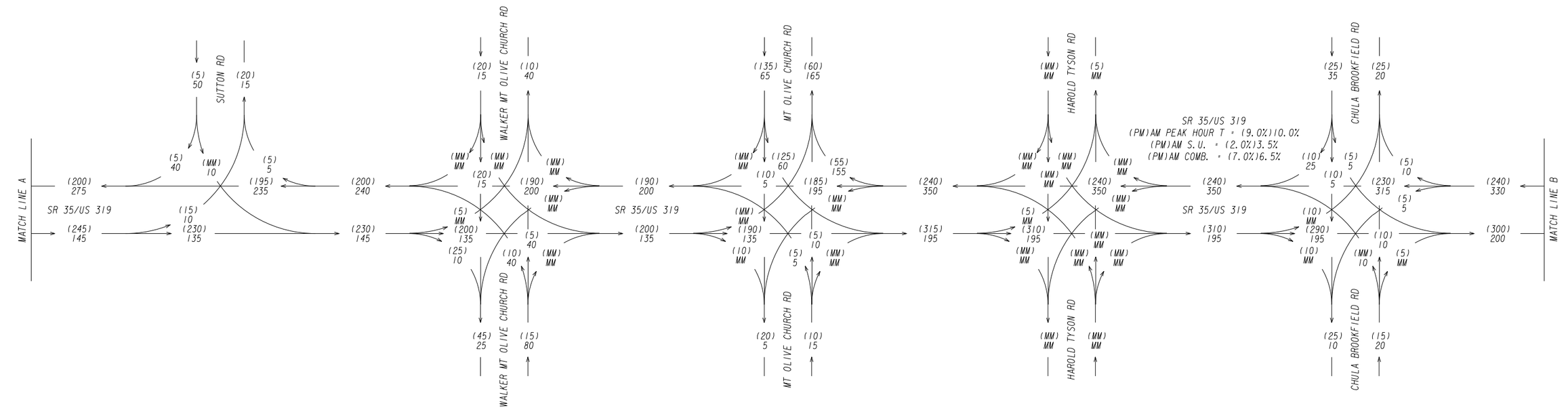




MM 04/2019

P.I. #0013732
IRWIN & TIFT COUNTY
SR 35/US 319 FROM FERRY LAKE RD
TO SR 32/MYSTIC HWY

2024 BUILD/NO-BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

HNTB
191 PEACHTREE ST, NE
SUITE 3300
ATLANTA, GEORGIA 30303

REVISION DATES

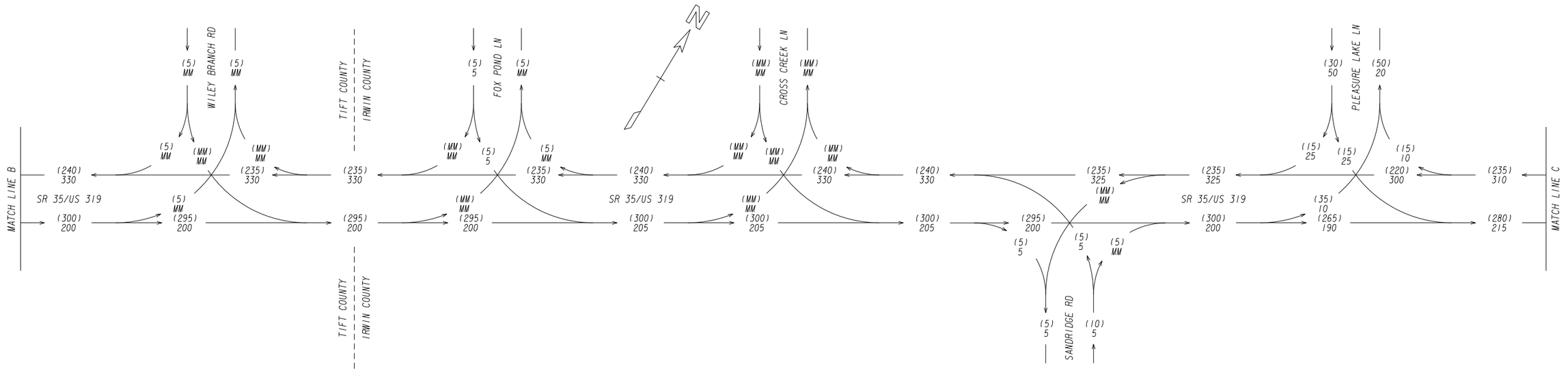
TRAFFIC DIAGRAM
IRWIN & TIFT COUNTY

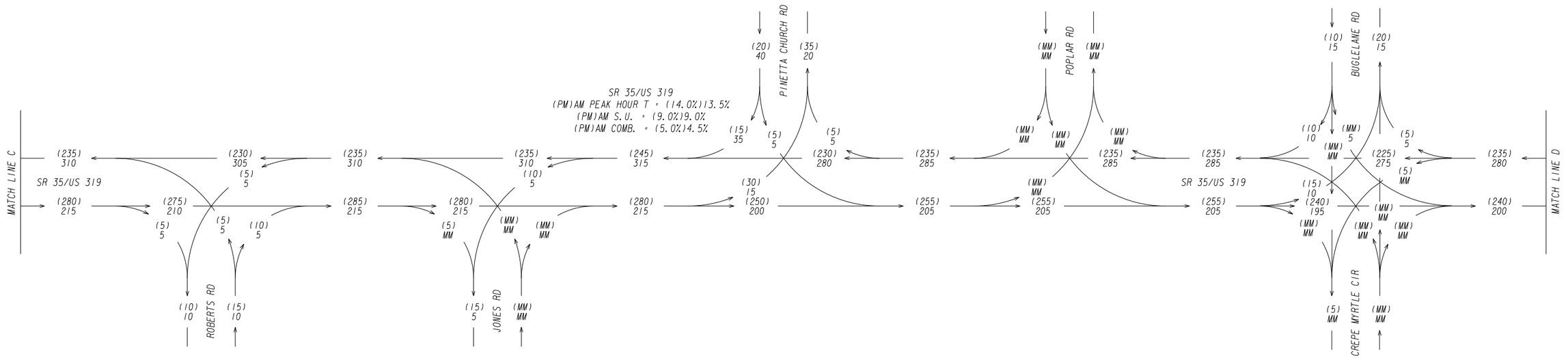
CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		10-010
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

DATE$$$ TIME$$$ | $PRF8$ | DGN | P. I. No. 0013732

$USER$ | $$PENTABLE$$





MM 04/2019

P. I. #0013732
IRWIN & TIFT COUNTY
SR 35/US 319 FROM FERRY LAKE RD
TO SR 32/MYSTIC HWY

2024 BUILD/NO-BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

HNTB
191 PEACHTREE ST, NE
SUITE 3300
ATLANTA, GEORGIA 30303

REVISION DATES

TRAFFIC DIAGRAM
IRWIN & TIFT COUNTY

CHECKED:		DATE:		DRAWING No.
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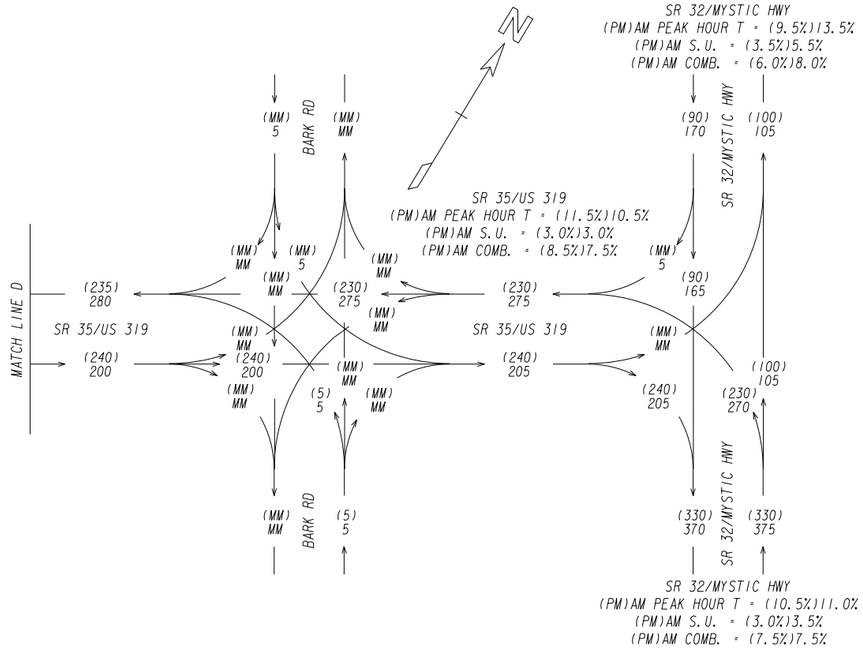
10/23/2015 GPLN



MM 04/2019

P. I. #0013732
IRWIN & TIFT COUNTY
SR 35/US 319 FROM FERRY LAKE RD
TO SR 32/MYSTIC HWY

2024 BUILD/NO-BUILD
PEAK HOUR PM = (000)
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191 PEACHTREE ST, NE
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ATLANTA, GEORGIA 30303

REVISION DATES

TRAFFIC DIAGRAM
IRWIN & TIFT COUNTY

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		10-012
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10/23/2015 GPLN

DATE$$$ TIME$$$ $PRF8$ DGN P. I. No. 0013732
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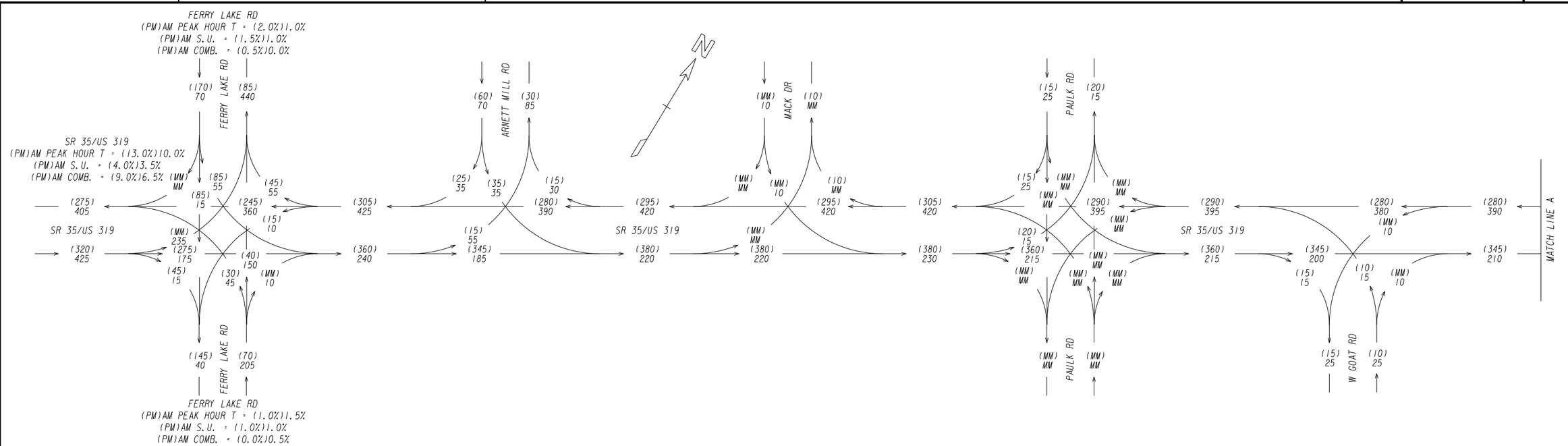

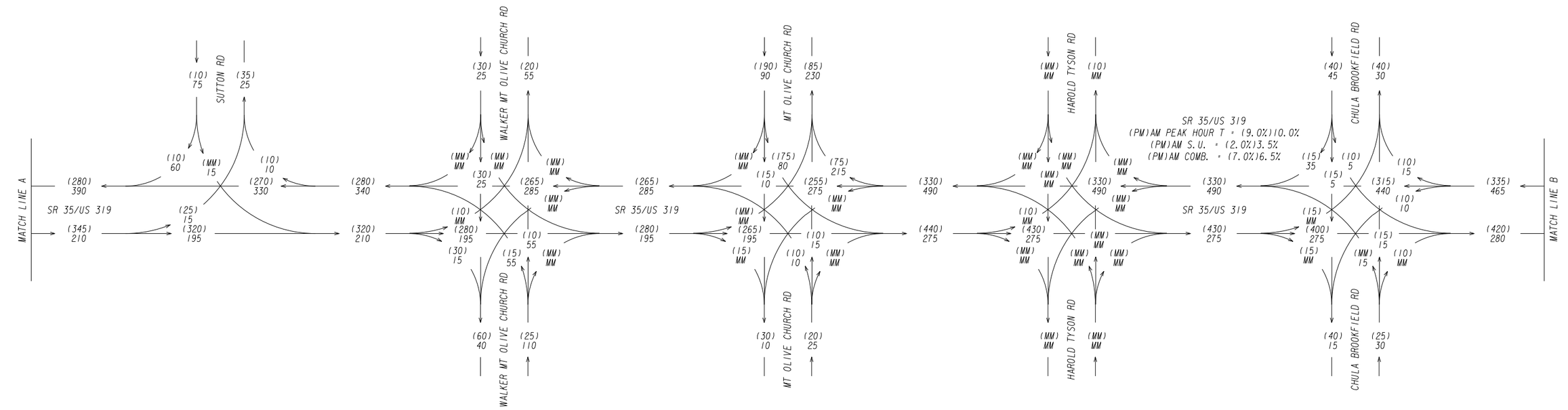

MM 04/2019

P.I. #0013732
IRWIN & TIFT COUNTY
SR 35/US 319 FROM FERRY LAKE RD
TO SR 32/MYSTIC HWY

2044 BUILD/NO-BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

HNTB
191 PEACHTREE ST, NE
SUITE 3300
ATLANTA, GEORGIA 30303

REVISION DATES

TRAFFIC DIAGRAM
IRWIN & TIFT COUNTY

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		10-013
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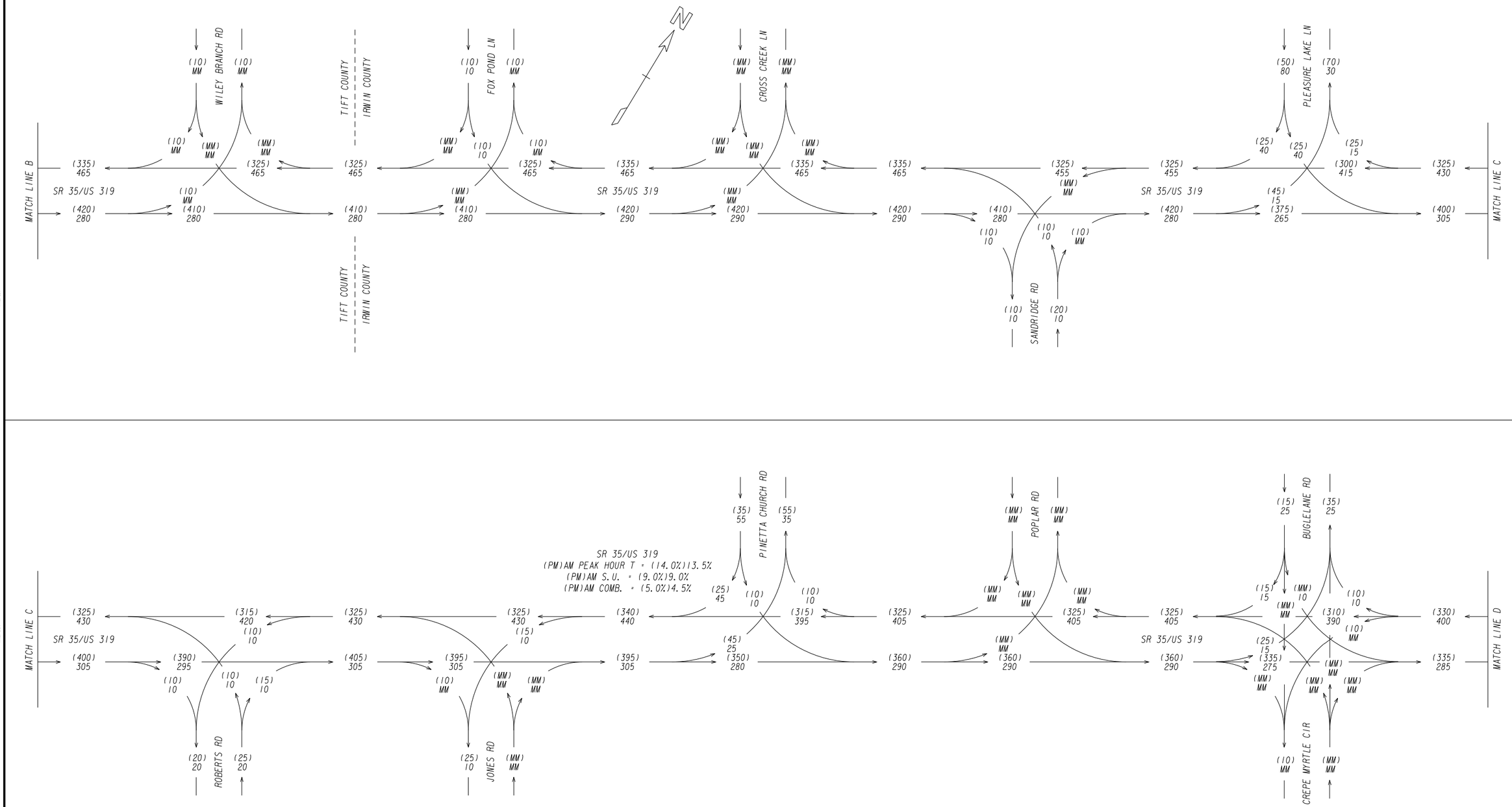
VERIFIED:		DATE:		

10/23/2015 GPLN

DATE$$$ TIME$$$ | $PRF8$ | DGN | GDOT | P. I. No. 0013732

$USER$ | $$PENTABLE$$



MM 04/2019

P. I. #0013732
IRWIN & TIFT COUNTY
SR 35/US 319 FROM FERRY LAKE RD
TO SR 32/MYSTIC HWY

2044 BUILD/NO-BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

GDOT

HNTB
191 PEACHTREE ST, NE
SUITE 3300
ATLANTA, GEORGIA 30303

REVISION DATES

TRAFFIC DIAGRAM
IRWIN & TIFT COUNTY

CHECKED:		DATE:		DRAWING No.
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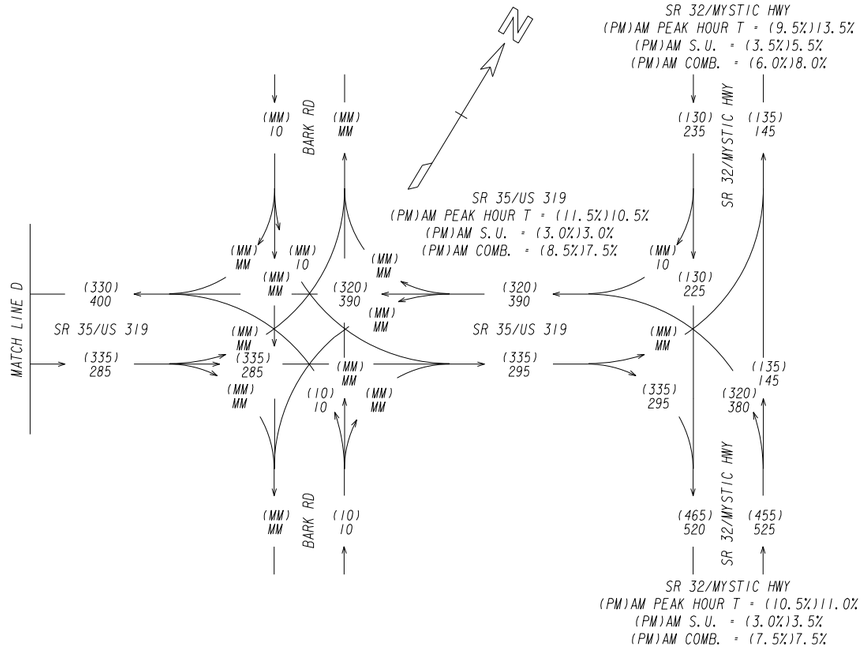
VERIFIED:		DATE:		

10/23/2015 GPLN



MW 04/2019

P. I. #0013732
IRWIN & TIFT COUNTY
SR 35/US 319 FROM FERRY LAKE RD
TO SR 32/MYSTIC HWY

2044 BUILD/NO-BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

HNTB
191 PEACHTREE ST, NE
SUITE 3300
ATLANTA, GEORGIA 30303

REVISION DATES

TRAFFIC DIAGRAM
IRWIN & TIFT COUNTY

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CORRECTED:		DATE:		10-015
VERIFIED:		DATE:		

10/23/2015 GPLN

DATE$$$ TIME$$$
$USER$

$PRF8$
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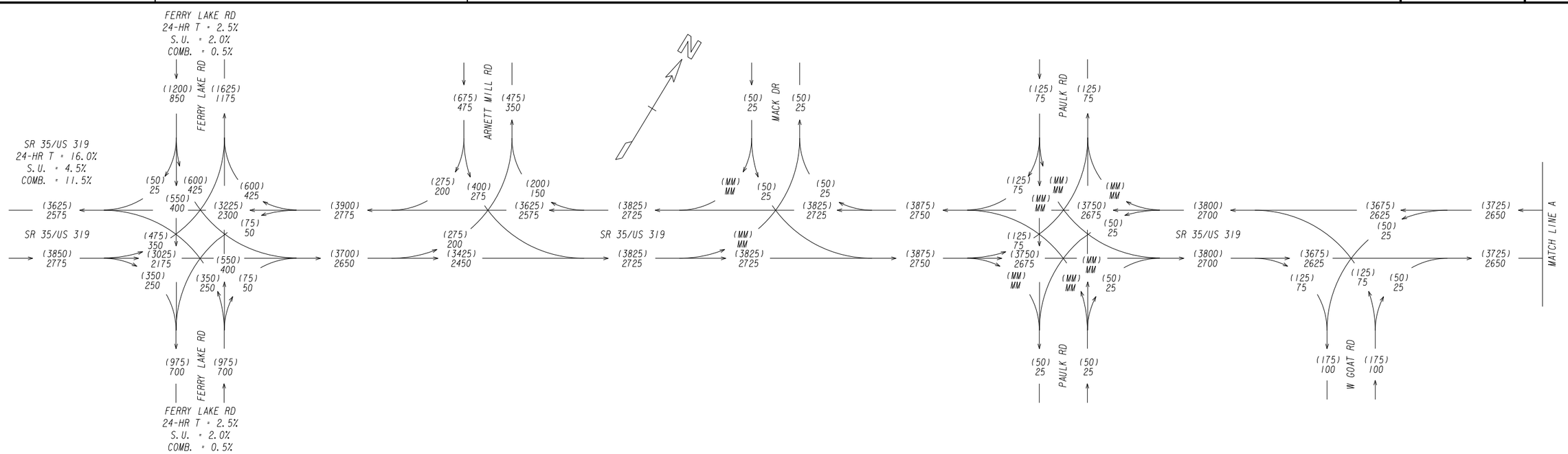
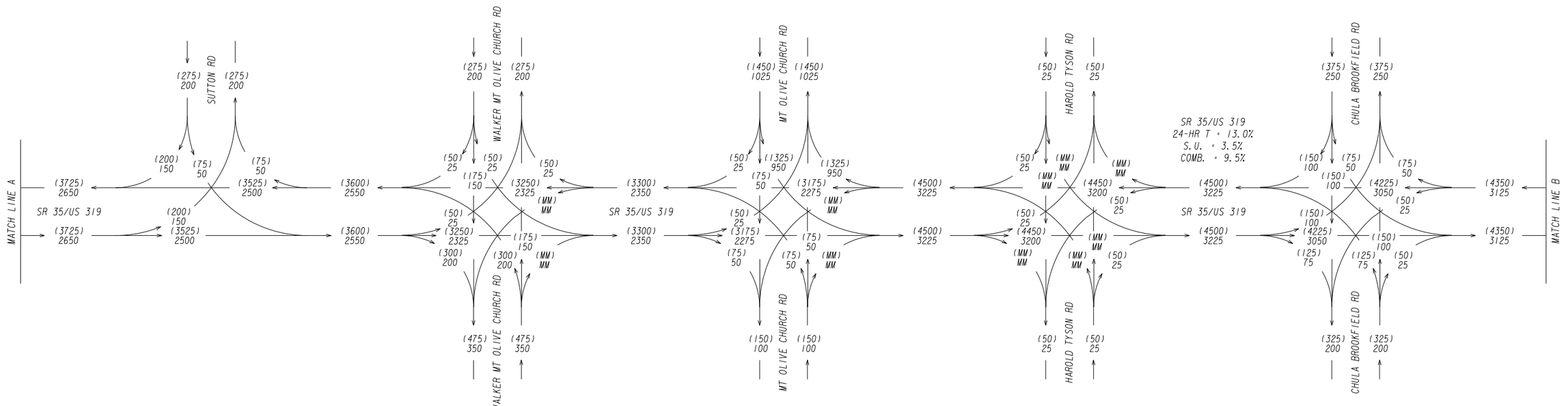
DGN

GDOT

P. I. No.
0013732





MM 04/2019

P. I. #0013732
IRWIN & TIFT COUNTY
SR 35/US 319 FROM FERRY LAKE RD
TO SR 32/MYSTIC HWY

BUILD/NO-BUILD
2046 AADT = (000)
2026 AADT = 000

GDOT

HNTB
191 PEACHTREE ST, NE
SUITE 3300
ATLANTA, GEORGIA 30303

REVISION DATES

TRAFFIC DIAGRAM
IRWIN & TIFT COUNTY

CHECKED:		DATE:		DRAWING No.
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10/23/2015 GPLN

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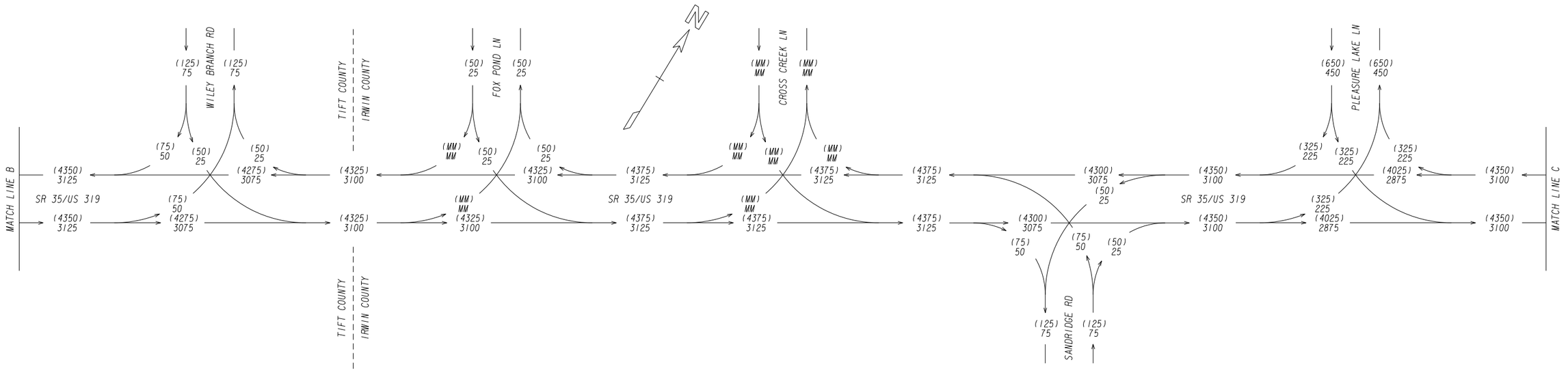

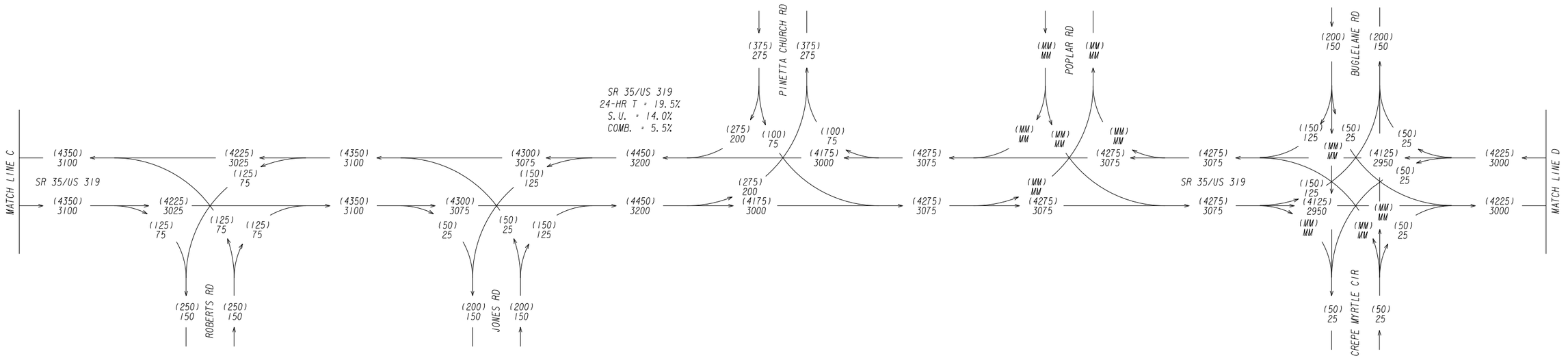

MM 04/2019

P. I. #0013732
IRWIN & TIFT COUNTY
SR 35/US 319 FROM FERRY LAKE RD
TO SR 32/MYSTIC HWY

BUILD/NO-BUILD
2046 AADT = (000)
2026 AADT = 000

HNTB
191 PEACHTREE ST, NE
SUITE 3300
ATLANTA, GEORGIA 30303

REVISION DATES

TRAFFIC DIAGRAM
IRWIN & TIFT COUNTY

CHECKED:		DATE:		DRAWING No.
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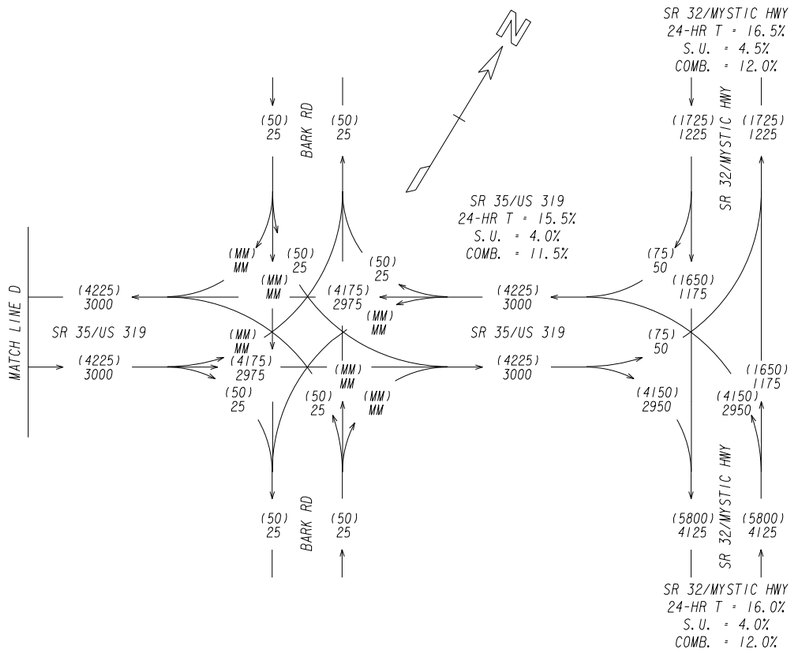
10/23/2015 GPLN



MW 04/2019

P. I. #0013732
IRWIN & TIFT COUNTY
SR 35/US 319 FROM FERRY LAKE RD
TO SR 32/MYSTIC HWY

BUILD/NO-BUILD
2046 AADT = (000)
2026 AADT = 000

GDOT

HNTB
191 PEACHTREE ST, NE
SUITE 3300
ATLANTA, GEORGIA 30303

REVISION DATES

TRAFFIC DIAGRAM
IRWIN & TIFT COUNTY

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		10-018
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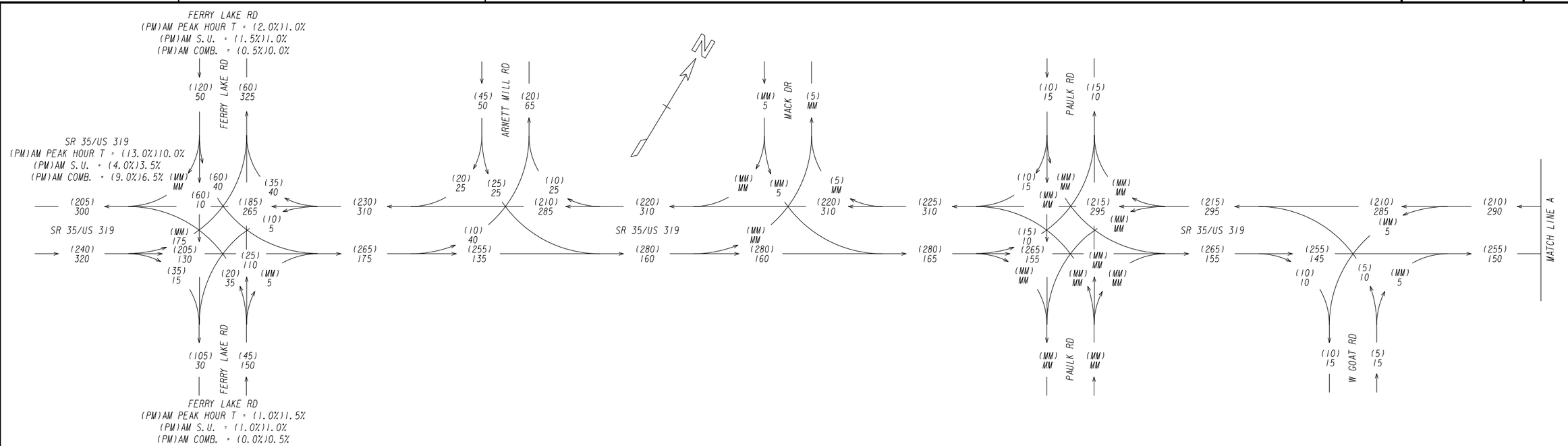
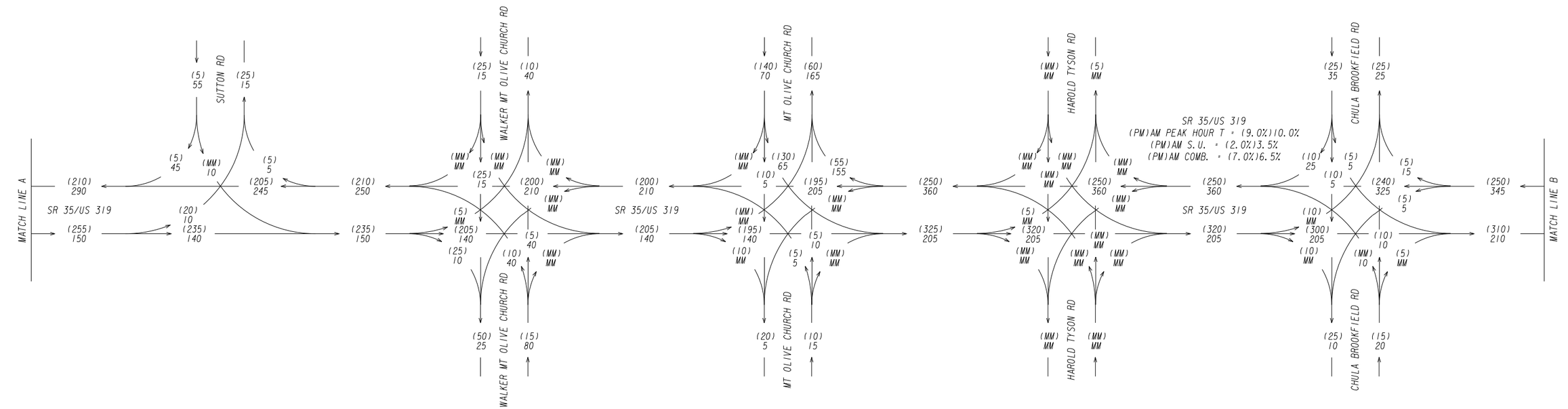
VERIFIED:		DATE:		

10/23/2015 GPLN

DATE$$$ TIME$$$ $PRF8$ DGN P. I. No. 0013732
$USER$ $$PENTABLE$$ GDOT





MM 04/2019

P.I. #0013732
IRWIN & TIFT COUNTY
SR 35/US 319 FROM FERRY LAKE RD
TO SR 32/MYSTIC HWY

2026 BUILD/NO-BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

HNTB
191 PEACHTREE ST, NE
SUITE 3300
ATLANTA, GEORGIA 30303

REVISION DATES

TRAFFIC DIAGRAM
IRWIN & TIFT COUNTY

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		10-019
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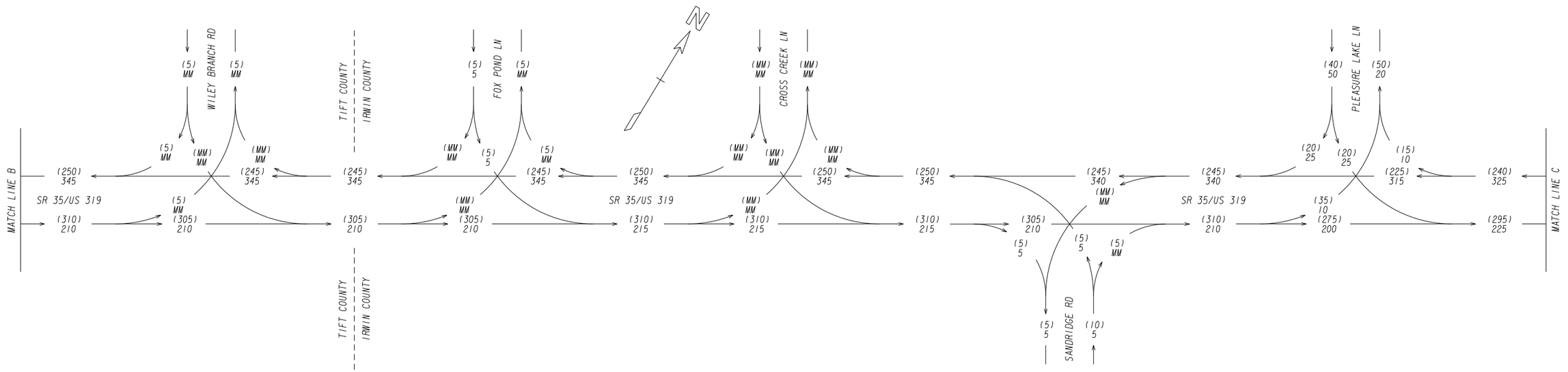
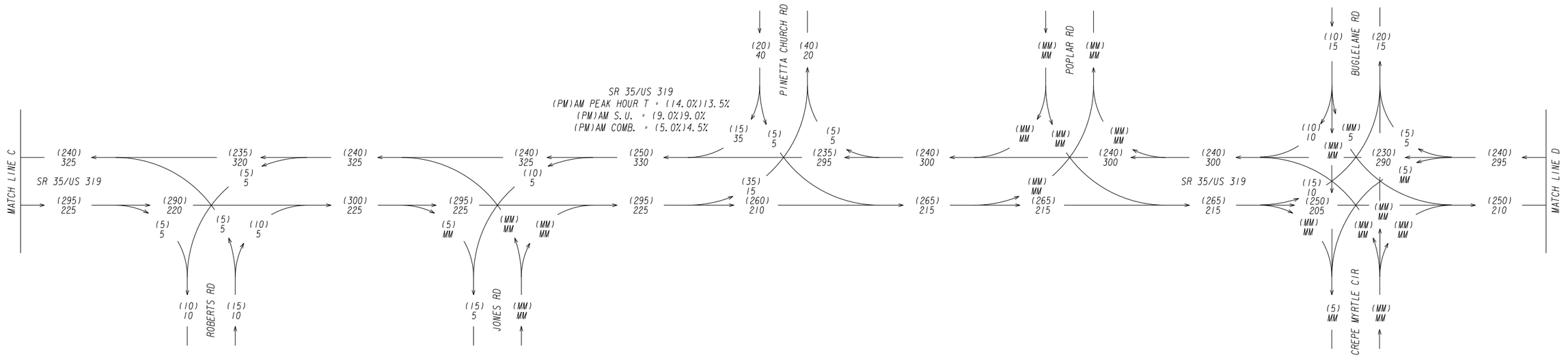
VERIFIED:		DATE:		

10/23/2015 GPLN

DATE$$$ TIME$$$ | $PRF8$ | DGN | P. I. No. 0013732

$USER$ | $$PENTABLE$$





MM 04/2019

P. I. #0013732
IRWIN & TIFT COUNTY
SR 35/US 319 FROM FERRY LAKE RD
TO SR 32/MYSTIC HWY

2026 BUILD/NO-BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

HNTB
191 PEACHTREE ST, NE
SUITE 3300
ATLANTA, GEORGIA 30303

REVISION DATES

TRAFFIC DIAGRAM
IRWIN & TIFT COUNTY

CHECKED:		DATE:		DRAWING No.
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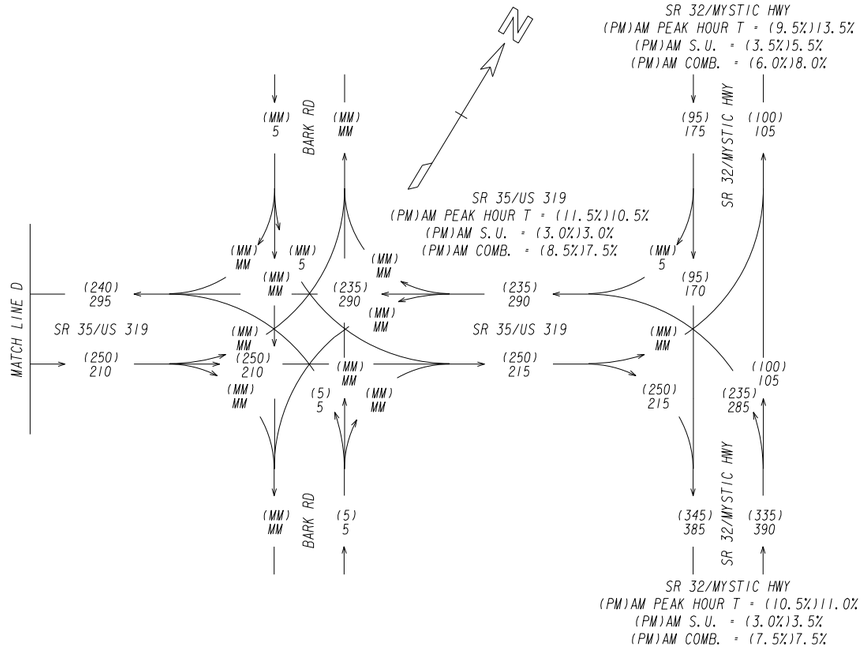
10/23/2015 GPLN



MW 04/2019

P. I. #0013732
IRWIN & TIFT COUNTY
SR 35/US 319 FROM FERRY LAKE RD
TO SR 32/MYSTIC HWY

2026 BUILD/NO-BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

HNTB
191 PEACHTREE ST, NE
SUITE 3300
ATLANTA, GEORGIA 30303

REVISION DATES

TRAFFIC DIAGRAM
IRWIN & TIFT COUNTY

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		10-021
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10/23/2015 GPLN

DATE$$$ TIME$$$ $PRF8$ DGN P. I. No. 0013732

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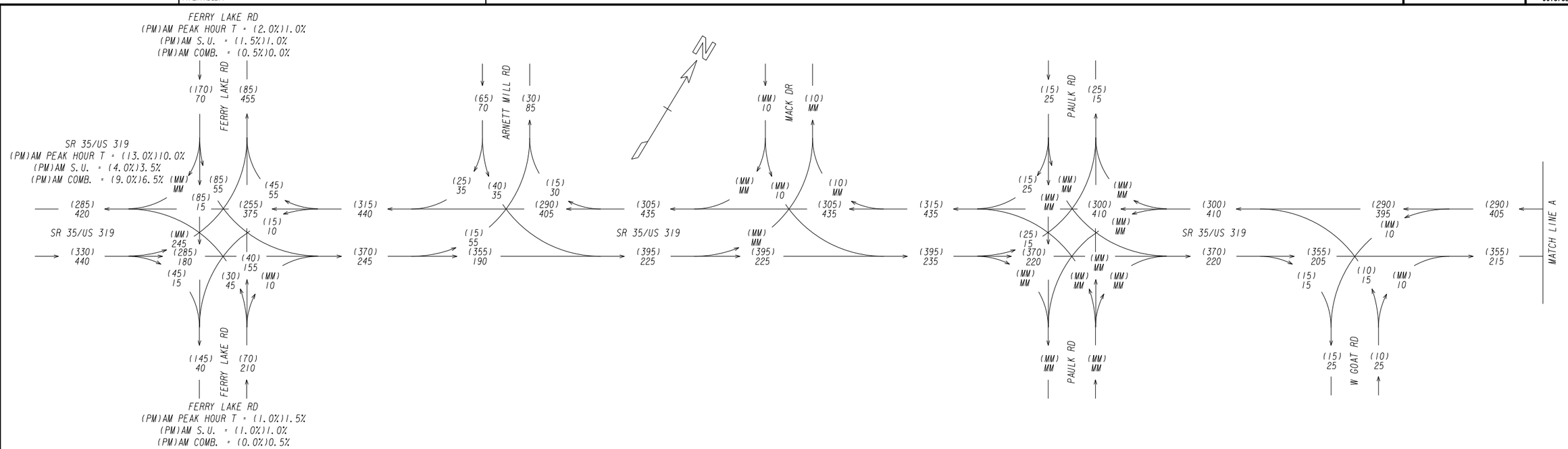

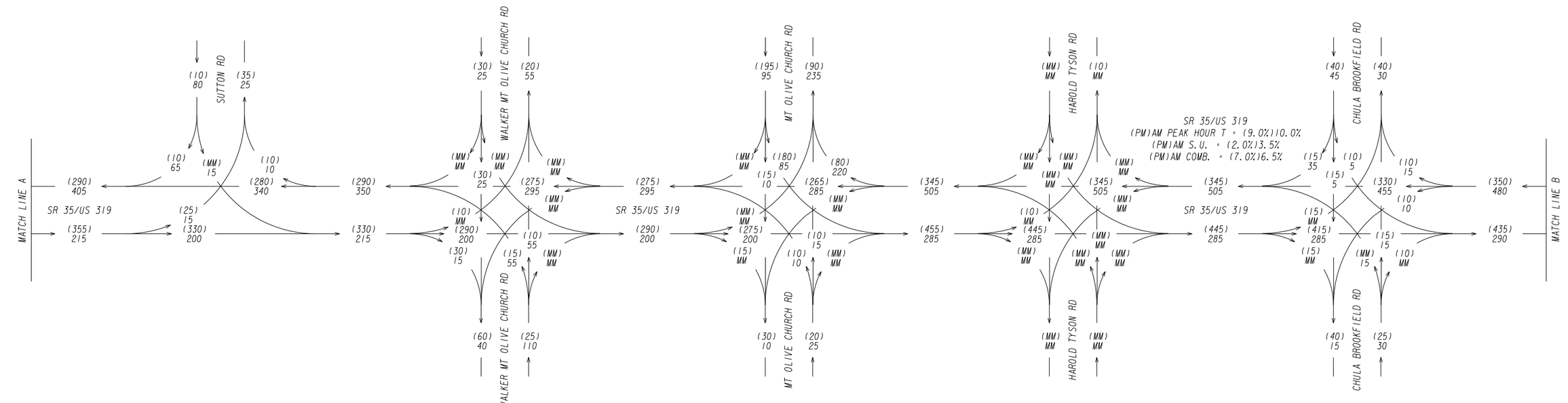

MM 04/2019

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IRWIN & TIFT COUNTY
SR 35/US 319 FROM FERRY LAKE RD
TO SR 32/MYSTIC HWY

2046 BUILD/NO-BUILD
PEAK HOUR PM = (000)
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HNTB
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ATLANTA, GEORGIA 30303

REVISION DATES

TRAFFIC DIAGRAM
IRWIN & TIFT COUNTY

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		10-022
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VERIFIED:		DATE:		

10/23/2015 GPLN

DATE$$$ TIME$$$ | $PRF8$ | DGN | P. I. No. 0013732

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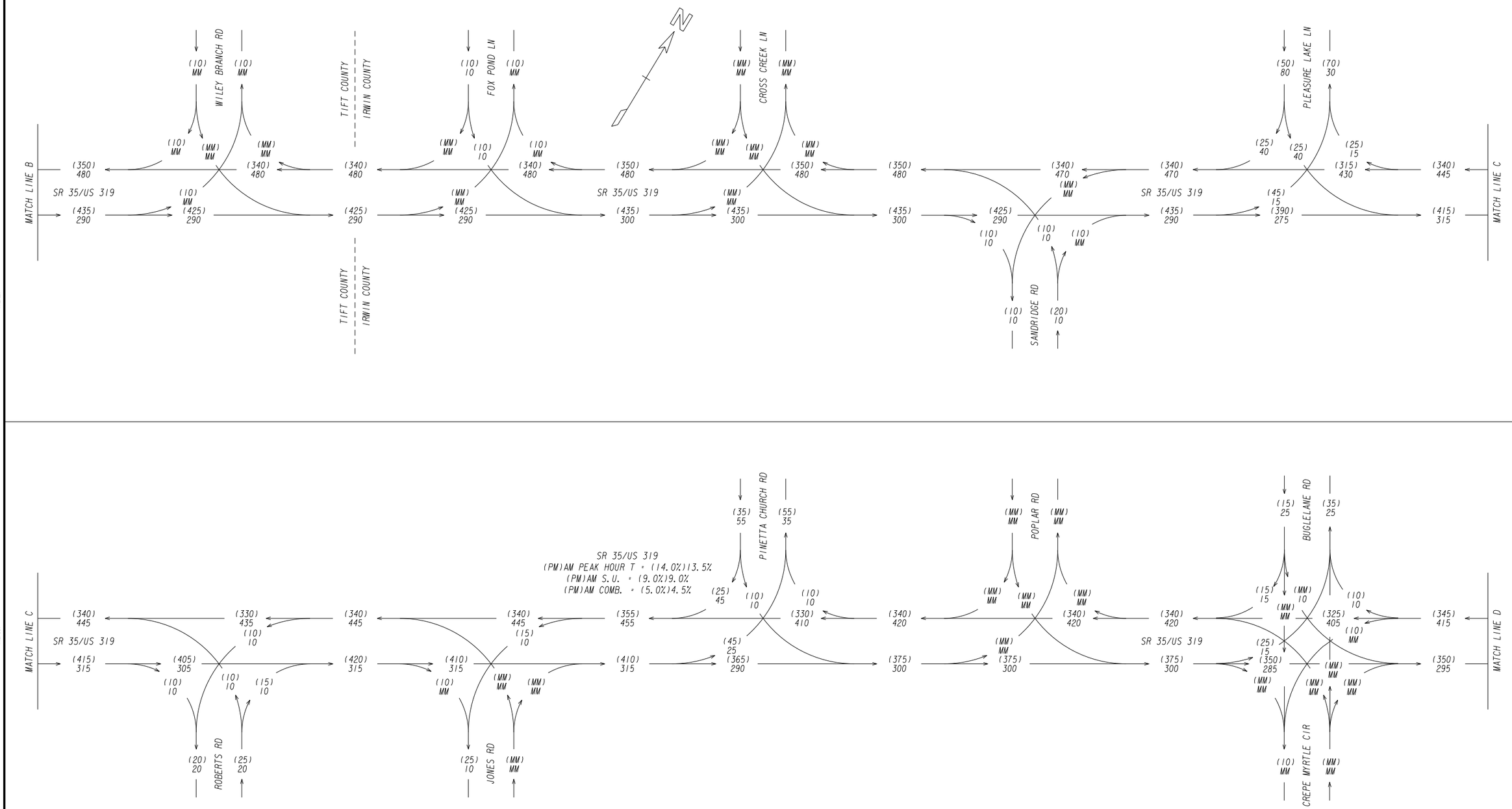

MM 04/2019

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IRWIN & TIFT COUNTY
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2046 BUILD/NO-BUILD
PEAK HOUR PM = (000)
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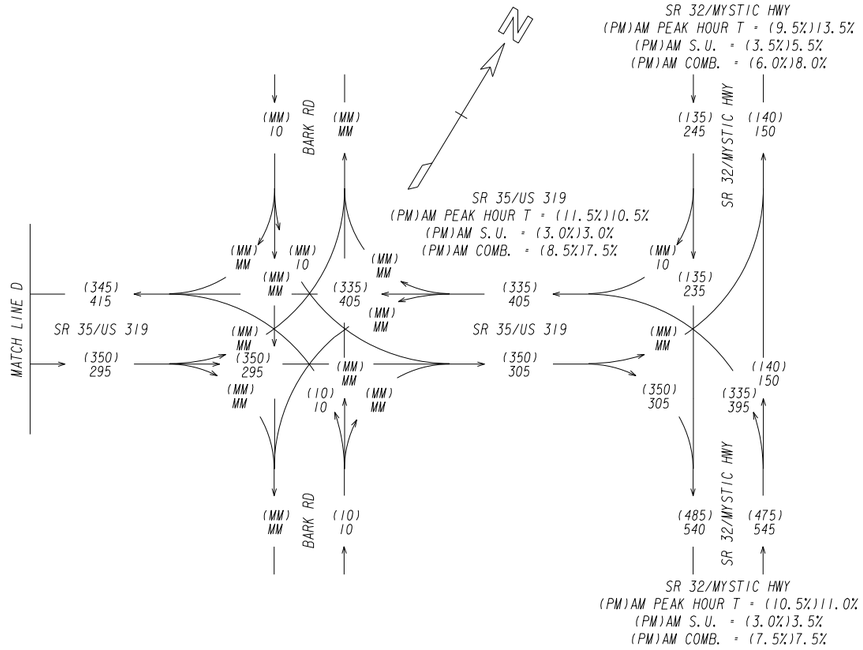
REVISION DATES

TRAFFIC DIAGRAM
IRWIN & TIFT COUNTY

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		10-023
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN



MW 04/2019

P. I. #0013732
IRWIN & TIFT COUNTY
SR 35/US 319 FROM FERRY LAKE RD
TO SR 32/MYSTIC HWY

2046 BUILD/NO-BUILD
PEAK HOUR PM = (000)
PEAK HOUR AM = 000

HNTB
191 PEACHTREE ST, NE
SUITE 3300
ATLANTA, GEORGIA 30303

REVISION DATES

TRAFFIC DIAGRAM
IRWIN & TIFT COUNTY

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		10-024
VERIFIED:		DATE:		

10/23/2015 GPLN

GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.14 | Revised 08/03/2018

GDOT PI #	0013732
Project Location:	SR 35 @ Mt Olive Church
Prepared by:	Chris Sawyer
Analyst:	TBD
Date:	5/22/2019

Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column

Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	1. Does alternative address the project need in a balanced manner and in scale with the project?	2. Does alternative improve safety performance in terms of reducing severe crashes?	3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & location context?	6. Does alternative appear feasible with respect to other project factors?	7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?	Screening Decision Justification:
Unsignalized Intersections	Conventional (Minor Stop)	**Yes**	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	Preserves current operations for passin lanes.
	Conventional (All-Way Stop)	**Yes**	**Yes**	No	**Yes**	No	No	No	All way Stop interrupts flow on ML.
	Mini Roundabout	No	**Yes**	**Yes**	**Yes**	No	No	No	Does not provide passing opportunities
	Single Lane Roundabout	No	**Yes**	**Yes**	**Yes**	No	No	No	Does not provide passing opportunities
	Multilane Roundabout	No	**Yes**	**Yes**	No	No	No	No	Scope creep
	RCUT (stop control)	No	No	No	No	No	No	No	No raised medians on project.
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	No raised medians on project.
	High-T (unsignalized)	No	No	No	No	No	No	No	All way traffic
	Offset-T Intersections	No	No	No	No	No	No	No	All way traffic
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Scope creep
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Scope creep
	No LT Lane Improvements No RT Lane Improvements	**Yes**	**Yes**	No	**Yes**	**Yes**	**Yes**	No	Low ADT
	Other unsignalized (provide description):	No	No	No	No	No	No	No	N/A
Signalized Intersections	Traffic Signal	**Yes**	**Yes**	**Yes**	**Yes**	No	No	No	Scope creep
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	No separated medians on project
	RCUT (signalized)	No	No	No	No	No	No	No	No separated medians on project
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	No separated medians on project
	Continuous Green-T	No	No	No	No	No	No	No	All way traffic
	Jughandle	**Yes**	**Yes**	No	No	No	No	No	Scope creep
	Quadrant Roadway	No	No	No	No	No	No	No	Scope creep
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not an interchange
	Diverging Diamond	No	No	No	No	No	No	No	Not an interchange
	Single Point Interchange	No	No	No	No	No	No	No	Scope creep
	No LT Lane Improvements No RT Lane Improvements	**Yes**	**Yes**	No	**Yes**	**Yes**	No	No	Scope creep
	Other Signalized (provide description):	No	No	No	No	No	No	No	N/A

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.14 | Revised 08/03/2018

GDOT PI #	0013732
Project Location:	SR 35 @ Harold Tyson N
Prepared by:	CHRIS SAWYER
Analyst:	TBD
Date:	5/22/2019

Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column

Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	1. Does alternative address the project need in a balanced manner and in scale with the project?	2. Does alternative improve safety performance in terms of reducing severe crashes?	3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & location context?	6. Does alternative appear feasible with respect to other project factors?	7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?	**Screening Decision Justification:**
Unsignalized Intersections	Conventional (Minor Stop)	**Yes**	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	Feasible for Intersection
	Conventional (All-Way Stop)	No	**Yes**	No	No	**Yes**	No	No	Uniterrupted flow on SR 35 is ideal
	Mini Roundabout	No	**Yes**	**Yes**	No	No	No	No	Scope creep
	Single Lane Roundabout	No	**Yes**	**Yes**	No	No	No	No	Scope creep
	Multilane Roundabout	No	No	No	No	No	No	No	Scope creep
	RCUT (stop control)	No	No	No	No	No	No	No	No raised medians on project
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	No raised medians on project
	High-T (unsignalized)	**Yes**	**Yes**	No	**Yes**	**Yes**	**Yes**	No	No raised medians on project
	Offset-T Intersections	**Yes**	**Yes**	No	**Yes**	**Yes**	**Yes**	No	Low volume s on Side Streets
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not an interchange
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not an interchange
	No LT Lane Improvements No RT Lane Improvements	**Yes**	**Yes**	No	**Yes**	**Yes**	**Yes**	No	Skew angle
	Other unignalized (provide description):	No	No	No	No	No	No	No	N/A
Signalized Intersections	Traffic Signal	**Yes**	**Yes**	No	No	**Yes**	No	No	Uniterrupted flow on SR 35 is ideal
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	No separated medians on project
	RCUT (signalized)	No	No	No	No	No	No	No	No separated medians on project
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	No separated medians on project
	Continuous Green-T	**Yes**	**Yes**	No	**Yes**	**Yes**	No	No	Scope creep
	Jughandle	No	No	No	No	No	No	No	Scope creep
	Quadrant Roadway	No	No	No	No	No	No	No	Scope creep
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not an interchange
	Diverging Diamond	No	No	No	No	No	No	No	Not an interchange
	Single Point Interchange	No	No	No	No	No	No	No	Not an interchange
	No LT Lane Improvements No RT Lane Improvements	**Yes**	**Yes**	No	**Yes**	**Yes**	No	No	Uniterrupted flow on SR 35 is ideal
	Other Signalized (provide description):	No	No	No	No	No	No	No	N/A

☐ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.14 | Revised 08/03/2018

GDOT PI #	0013732
Project Location:	SR 35 @ Harold Tyson S
Prepared by:	CHRIS SAWYER
Analyst:	TBD
Date:	5/22/2019

Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column

Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	1. Does alternative address the project need in a balanced manner and in scale with the project?	2. Does alternative improve safety performance in terms of reducing severe crashes?	3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & location context?	6. Does alternative appear feasible with respect to other project factors?	7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?	**Screening Decision Justification:**
Unsignalized Intersections	Conventional (Minor Stop)	**Yes**	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	Feasible for Intersection
	Conventional (All-Way Stop)	No	**Yes**	No	No	**Yes**	No	No	Uninterrupted flow on SR 35 is ideal
	Mini Roundabout	No	**Yes**	**Yes**	No	No	No	No	Scope creep
	Single Lane Roundabout	No	**Yes**	**Yes**	No	No	No	No	Scope creep
	Multilane Roundabout	No	No	No	No	No	No	No	Scope creep
	RCUT (stop control)	No	No	No	No	No	No	No	No raised medians on project
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	No raised medians on project
	High-T (unsignalized)	**Yes**	**Yes**	No	**Yes**	**Yes**	**Yes**	No	No medians on project
	Offset-T Intersections	**Yes**	**Yes**	No	**Yes**	**Yes**	**Yes**	No	Low ADT (Side Streets)
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not an interchange
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not an interchange
	No LT Lane Improvements No RT Lane Improvements	**Yes**	**Yes**	No	**Yes**	**Yes**	**Yes**	No	Skew angle
	Other unignalized (provide description):	No	No	No	No	No	No	No	N/A
Signalized Intersections	Traffic Signal	**Yes**	**Yes**	No	No	**Yes**	No	No	Uninterrupted flow on SR 35 is ideal
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	No separated medians on project
	RCUT (signalized)	No	No	No	No	No	No	No	No separated medians on project
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	No separated medians on project
	Continuous Green-T	**Yes**	**Yes**	No	**Yes**	**Yes**	No	No	Scope creep
	Jughandle	No	No	No	No	No	No	No	Scope creep
	Quadrant Roadway	No	No	No	No	No	No	No	Scope creep
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not an interchange
	Diverging Diamond	No	No	No	No	No	No	No	Not an interchange
	Single Point Interchange	No	No	No	No	No	No	No	Not an interchange
	No LT Lane Improvements No RT Lane Improvements	**Yes**	**Yes**	No	**Yes**	**Yes**	No	No	Uninterrupted flow on SR 35 is ideal
	Other Signalized (provide description):	No	No	No	No	No	No	No	N/A

☐ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.14 | Revised 08/03/2018

GDOT PI #	0013732
Project Location:	SR 35 @ Pinetta Rd.
Prepared by:	CHRIS SAWYER
Analyst:	TBD
Date:	5/22/2019

Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column

Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	1. Does alternative address the project need in a balanced manner and in scale with the project?	2. Does alternative improve safety performance in terms of reducing severe crashes?	3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & location context?	6. Does alternative appear feasible with respect to other project factors?	7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?	**Screening Decision Justification:**
Unsignalized Intersections	Conventional (Minor Stop)	**Yes**	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	Feasible for Intersection
	Conventional (All-Way Stop)	No	**Yes**	No	**Yes**	No	No	No	No adjacent roadway
	Mini Roundabout	No	**Yes**	No	**Yes**	No	No	No	Scope creep
	Single Lane Roundabout	No	**Yes**	No	**Yes**	No	No	No	Scope creep
	Multilane Roundabout	No	**Yes**	No	**Yes**	No	No	No	Scope creep
	RCUT (stop control)	No	No	No	**Yes**	No	No	No	No raised medians on project.
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	No raised medians on project.
	High-T (unsignalized)	**Yes**	No	No	**Yes**	**Yes**	No	No	Feasible for Intersection
	Offset-T Intersections	No	No	No	**Yes**	No	No	No	No adjacent roadway
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not an interchange
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not an interchange
	No LT Lane Improvements No RT Lane Improvements	**Yes**	**Yes**	No	**Yes**	No	No	No	Low ADT
	Other unsignalized (provide description):	No	No	No	No	No	No	No	N/A
Signalized Intersections	Traffic Signal	No	**Yes**	No	**Yes**	**Yes**	No	No	Scope creep
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	No separated medians on project.
	RCUT (signalized)	No	No	No	No	No	No	No	No separated medians on project.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	No separated medians on project.
	Continuous Green-T	**Yes**	**Yes**	No	**Yes**	**Yes**	No	No	Scope creep
	Jughandle	No	No	No	No	No	No	No	No adjacent roadway
	Quadrant Roadway	No	No	No	No	No	No	No	Scope creep
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not an interchange
	Diverging Diamond	No	No	No	No	No	No	No	Not an interchange
	Single Point Interchange	No	No	No	No	No	No	No	Scope creep
	No LT Lane Improvements No RT Lane Improvements	**Yes**	**Yes**	No	**Yes**	**Yes**	No	No	Low ADT
	Other Signalized (provide description):	No	No	No	No	No	No	No	N/A

☐ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.14 | Revised 08/03/2018

GDOT PI #	0013732
Project Location:	SR 35 @ Poplar Rd.
Prepared by:	CHRIS SAWYER
Analyst:	TBD
Date:	5/22/2019

Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column

Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	1. Does alternative address the project need in a balanced manner and in scale with the project?	2. Does alternative improve safety performance in terms of reducing severe crashes?	3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & location context?	6. Does alternative appear feasible with respect to other project factors?	7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?	**Screening Decision Justification:**
Unsignalized Intersections	Conventional (Minor Stop)	**Yes**	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	Feasible for Intersection
	Conventional (All-Way Stop)	No	No	No	No	No	**Yes**	No	No all way traffic at intersection
	Mini Roundabout	No	**Yes**	No	No	No	**Yes**	No	Low ADT
	Single Lane Roundabout	No	**Yes**	No	No	No	**Yes**	No	Low ADT
	Multilane Roundabout	No	No	No	No	No	No	No	Low ADT
	RCUT (stop control)	No	No	No	No	No	No	No	No raised medians on project
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	No raised medians on project
	High-T (unsignalized)	**Yes**	**Yes**	No	**Yes**	**Yes**	No	No	Low ADT
	Offset-T Intersections	**Yes**	**Yes**	No	**Yes**	**Yes**	No	No	Low ADT
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Scope creep
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Scope creep
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Low ADT
	Other unignalized (provide description):	No	No	No	No	No	No	No	N/A
Signalized Intersections	Traffic Signal	**Yes**	**Yes**	No	No	**Yes**	No	No	Interrupted flow is undesirable
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	No separated medians on project
	RCUT (signalized)	No	No	No	No	No	No	No	No separated medians on project
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	No separated medians on project
	Continuous Green-T	**Yes**	**Yes**	No	**Yes**	**Yes**	No	No	Scope creep
	Jughandle	No	No	No	No	No	No	No	Scope creep
	Quadrant Roadway	No	No	No	No	No	No	No	Scope creep
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not an interchange
	Diverging Diamond	No	No	No	No	No	No	No	Not an interchange
	Single Point Interchange	No	No	No	No	No	No	No	Not an interchange
	No LT Lane Improvements No RT Lane Improvements	**Yes**	**Yes**	No	**Yes**	**Yes**	No	No	Low ADT
	Other Signalized (provide description):	No	No	No	No	No	No	No	N/A

☐ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.14 | Revised 08/03/2018

GDOT PI #	0013732
Project Location:	SR 35 @ Crepe Myrtle C.
Prepared by:	CHRIS SAWYER
Analyst:	TBD
Date:	5/22/2019

Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column

Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	1. Does alternative address the project need in a balanced manner and in scale with the project?	2. Does alternative improve safety performance in terms of reducing severe crashes?	3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & location context?	6. Does alternative appear feasible with respect to other project factors?	7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?	**Screening Decision Justification:**
Unsignalized Intersections	Conventional (Minor Stop)	**Yes**	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	Feasible for Intersection
	Conventional (All-Way Stop)	No	**Yes**	No	No	**Yes**	No	No	Interrupted flow is undesirable
	Mini Roundabout	No	**Yes**	No	**Yes**	No	No	No	Does not address project scope
	Single Lane Roundabout	No	**Yes**	No	**Yes**	No	No	No	Does not address project scope
	Multilane Roundabout	No	No	No	No	No	No	No	Does not address project scope
	RCUT (stop control)	No	No	No	No	No	No	No	No raised medians on project.
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	No raised medians on project.
	High-T (unsignalized)	**Yes**	**Yes**	No	**Yes**	**Yes**	**Yes**	No	No raised medians on project.
	Offset-T Intersections	**Yes**	**Yes**	No	No	**Yes**	No	No	Low ADT
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not an interchange
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not an interchange
	No LT Lane Improvements No RT Lane Improvements	**Yes**	**Yes**	No	**Yes**	**Yes**	No	No	Low ADT
	Other unignalized (provide description):	No	No	No	No	No	No	No	N/A
Signalized Intersections	Traffic Signal	**Yes**	**Yes**	No	No	No	No	No	Interrupted flow is undesirable
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	No separated medians on project
	RCUT (signalized)	No	No	No	No	No	No	No	No separated medians on project
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	No separated medians on project
	Continuous Green-T	**Yes**	**Yes**	No	No	**Yes**	No	No	Interrupted flow is undesirable
	Jughandle	No	No	No	No	No	No	No	Low ADT
	Quadrant Roadway	No	No	No	No	No	No	No	Scope creep
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not an interchange
	Diverging Diamond	No	No	No	No	No	No	No	Not an interchange
	Single Point Interchange	No	No	No	No	No	No	No	Not an interchange
	No LT Lane Improvements No RT Lane Improvements	**Yes**	**Yes**	No	**Yes**	**Yes**	No	No	Low ADT
	Other Signalized (provide description):	No	No	No	No	No	No	No	N/A

☐ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT INTERSECTION CONTROL EVALUATION (ICE) WAIVER FORM

ICE Version 2.14 | Revised 08/03/2018

Waiver Request - Level 1

In certain circumstances where an ICE would otherwise be required, an ICE may be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

1. Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
2. The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
3. The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
   - Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
   - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
   - Layout has no unusual or undesirable geometric features (such as restricted sight distance)
   - The proposed changes are not expected to adversely affect safety

If only one alternative is determined to be feasible from the ICE Stage 1, then a waiver may be submitted in lieu of completing ICE Stage 2. The waiver must clearly explain why there is no other feasible alternative. A Waiver Form should also be submitted to document an agreed upon decision to select a preferred alternative other than the highest scoring alternative in Stage 2.

ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information:

Location: SR 35 @ Mt Olive Church
County: Tift
GDOT District: 4 - Tifton
Area Type: Rural
Existing Intersection Control: Conventional (Minor Stop)

GDOT PI # (or N/A): 0013732
Requested By: GDOT ROADWAY
Prepared By: Chris Sawyer
Analyst: TBD
Date: 5/22/2019
Waiver Request Type: GDOT PDP Project

Traffic and Operations Data:[1]

Intersection meets signal/AWS warrants?	None	
Traffic Analysis Type:	Intersection Delay	
Existing Avg Daily Traffic (Major Street):	4,975	
Existing Avg Daily Traffic (Minor Street):	1,025	
Analysis Period:	AM Peak	PM Peak
2024 Opening Yr Peak Hour Intersection Delay:	11.1 sec	12.6 sec
2024 Opening Yr Peak Hour Intersection V/C:	0.11	0.24
2044 Design Yr Peak Hour Intersection Delay:	13.4 sec	17.1 sec
2044 Design Yr Peak Hour Intersection V/C:	0.19	0.42

[1]Crash data required for all existing intersections. ADT's required if available (from data collected or nearest GDOT count station site). Capacity data is optional unless needed to justify basis of the waiver request.

Crash Data (Required):[1]

Crash Data: Enter 5 most recent years of intersection crash data		*Crash Severity*	
	PDO	Injury Crash*	Fatal Crash*
Crash Type Angle	1	1	0
Head-On	1	0	0
Rear End	0	0	0
Sideswipe - same	0	0	0
Sideswipe - opposite	0	0	0
Not Collision w/Motor Veh	2	1	0
TOTALS:	**4**	**2**	**0**

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required): The scope of this project is to add passing lanes to the corridor - no median proposed and low volume side-street - only one feasible alternative in Stage 1. . A right turn lane has been added according to MUTCD requirements.

Proposed Intersection Control: Conventional (Minor Stop)

REQUESTED BY: Christopher Sawyer Date: 5/22/2019

Title: CE-3

APPROVED BY: [signature] Date: 1/14/20

Name: Andrew Heath, P.E.

Chief Engineer or (Approved Delegate)

GDOT INTERSECTION CONTROL EVALUATION (ICE) WAIVER FORM

ICE Version 2.14 | Revised 08/03/2018

Waiver Request - Level 1

In certain circumstances where an ICE would otherwise be required, an ICE may be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

1. Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
2. The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
3. The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
   - Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
   - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
   - Layout has no unusual or undesirable geometric features (such as restricted sight distance)
   - The proposed changes are not expected to adversely affect safety

If only one alternative is determined to be feasible from the ICE Stage 1, then a waiver may be submitted in lieu of completing ICE Stage 2. The waiver must clearly explain why there is no other feasible alternative. A Waiver Form should also be submitted to document an agreed upon decision to select a preferred alternative other than the highest scoring alternative in Stage 2.

ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information:

Location: SR 35 @ Harold Tyson N
County: Tift
GDOT District: 4 - Tifton
Area Type: Rural
Existing Intersection Control: Conventional (Minor Stop)

GDOT PI # (or N/A): 0013732
Requested By: GDOT ROADWAY
Prepared By: CHRIS SAWYER
Analyst: TBD
Date: 5/22/2019
Waiver Request Type: GDOT PDP Project

Traffic and Operations Data:[1]

Intersection meets signal/AWS warrants?	None	
Traffic Analysis Type:	Intersection Delay	
Existing Avg Daily Traffic (Major Street):	5,750	
Existing Avg Daily Traffic (Minor Street):	50	
Analysis Period:	AM Peak	PM Peak
2024 Opening Yr Peak Hour Intersection Delay:	12.0 sec	11.2 sec
2024 Opening Yr Peak Hour Intersection V/C:	0.02	0.02
2044 Design Yr Peak Hour Intersection Delay:	14.4 sec	12.9 sec
2044 Design Yr Peak Hour Intersection V/C:	0.03	0.02

[1]Crash data required for all existing intersections. ADT's required if available (from data collected or nearest GDOT count station site). Capacity data is optional unless needed to justify basis of the waiver request.

Crash Data (Required):[1]

Crash Type	***Crash Data** :Enter 5 most recent years of intersection crash data*	*Crash Severity*		
		PDO	Injury Crash*	Fatal Crash*
	Angle	2	0	0
	Head-On	0	0	0
	Rear End	1	0	0
	Sideswipe - same	0	0	0
	Sideswipe - opposite	0	0	0
	Not Collision w/Motor Veh	0	0	0
	TOTALS:	**3**	**0**	**0**

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required): The scope of this project is to add passing lanes to the corridor, no median proposed and low volume side-street - only one feasible alternative in Stage 1.

Proposed Intersection Control: Conventional (Minor Stop)

REQUESTED BY: Christopher Sawyer Date: 5/22/2019

Title: CE-3

APPROVED BY:  Date: 1/14/20

Name: Andrew Heath, P.E.

Chief Engineer or (Approved Delegate)

GDOT INTERSECTION CONTROL EVALUATION (ICE) WAIVER FORM

ICE Version 2.14 | Revised 08/03/2018

Waiver Request - Level 1

In certain circumstances where an ICE would otherwise be required, an ICE may be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

1. Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
2. The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
3. The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
   - Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
   - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
   - Layout has no unusual or undesirable geometric features (such as restricted sight distance)
   - The proposed changes are not expected to adversely affect safety

If only one alternative is determined to be feasible from the ICE Stage 1, then a waiver may be submitted in lieu of completing ICE Stage 2. The waiver must clearly explain why there is no other feasible alternative. A Waiver Form should also be submitted to document an agreed upon decision to select a preferred alternative other than the highest scoring alternative in Stage 2.

ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information:

Location: SR 35 @ Harold Tyson S
County: Tift
GDOT District: 4 - Tifton
Area Type: Rural
Existing Intersection Control: Conventional (Minor Stop)

GDOT PI # (or N/A): 0013732
Requested By: GDOT ROADWAY
Prepared By: CHRIS SAWYER
Analyst: TBD
Date: 5/22/2019
Waiver Request Type: GDOT PDP Project

Traffic and Operations Data:[1]

Intersection meets signal/AWS warrants?	None	
Traffic Analysis Type:	Intersection Delay	
Existing Avg Daily Traffic (Major Street):	5,750	
Existing Avg Daily Traffic (Minor Street):	50	
Analysis Period:	AM Peak	PM Peak
2024 Opening Yr Peak Hour Intersection Delay:	13.0 sec	13.3 sec
2024 Opening Yr Peak Hour Intersection V/C:	0.02	0.02
2044 Design Yr Peak Hour Intersection Delay:	16.9 sec	17.1 sec
2044 Design Yr Peak Hour Intersection V/C:	0.03	0.03

[1]Crash data required for all existing intersections. ADT's required if available (from data collected or nearest GDOT count station site). Capacity data is optional unless needed to justify basis of the waiver request.

Crash Data (Required):[1]

Crash Data: Enter 5 most recent years of intersection crash data	*Crash Severity*		
Crash Type	PDO	Injury Crash*	Fatal Crash*
Angle	2	0	0
Head-On	0	0	0
Rear End	1	0	0
Sideswipe - same	0	0	0
Sideswipe - opposite	0	0	0
Not Collision w/Motor Veh	0	0	0
TOTALS:	**3**	**0**	**0**

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required): The scope of this project is to add passing lanes to the corridor, no median proposed and low volume side-street - only one feasible alternative in Stage 1.

Proposed Intersection Control: Conventional (Minor Stop)

REQUESTED BY: Christopher Sawyer Date: 5/22/2019

Title: CE-3

APPROVED BY: [signature] Date: 1/14/20

Name: Andrew Heath, P.E.

Chief Engineer or (Approved Delegate)

GDOT INTERSECTION CONTROL EVALUATION (ICE) WAIVER FORM

ICE Version 2.14 | Revised 08/03/2018

Waiver Request - Level 1

In certain circumstances where an ICE would otherwise be required, an ICE may be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

1. Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
2. The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
3. The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
   - Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
   - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
   - Layout has no unusual or undesirable geometric features (such as restricted sight distance)
   - The proposed changes are not expected to adversely affect safety

If only one alternative is determined to be feasible from the ICE Stage 1, then a waiver may be submitted in lieu of completing ICE Stage 2. The waiver must clearly explain why there is no other feasible alternative. A Waiver Form should also be submitted to document an agreed upon decision to select a preferred alternative other than the highest scoring alternative in Stage 2.

ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information:

Location: SR 35 @ Pinetta Rd.
County: Irwin
GDOT District: 4 - Tifton
Area Type: Rural
Existing Intersection Control: Conventional (Minor Stop)

GDOT PI # (or N/A): 0013732
Requested By: GDOT ROADWAY
Prepared By: CHRIS SAWYER
Analyst: TBD
Date: 5/22/2019
Waiver Request Type: GDOT PDP Project

Traffic and Operations Data:[1]

Intersection meets signal/AWS warrants?	None	
Traffic Analysis Type:	Intersection Delay	
Existing Avg Daily Traffic (Major Street):	5,550	
Existing Avg Daily Traffic (Minor Street):	250	
Analysis Period:	AM Peak	PM Peak
2024 Opening Yr Peak Hour Intersection Delay:	8.7 sec	8.0 sec
2024 Opening Yr Peak Hour Intersection V/C:	0.04	0.02
2044 Design Yr Peak Hour Intersection Delay:	8.8 sec	8.0 sec
2044 Design Yr Peak Hour Intersection V/C:	0.06	0.03

[1]Crash data required for all existing intersections. ADT's required if available (from data collected or nearest GDOT count station site). Capacity data is optional unless needed to justify basis of the waiver request.

Crash Data (Required):[1]

Crash Data: Enter 5 most recent years of intersection crash data		*Crash Severity*	
	PDO	Injury Crash*	Fatal Crash*
Crash Type Angle	0	0	0
Head-On	0	0	0
Rear End	0	0	0
Sideswipe - same	0	0	0
Sideswipe - opposite	0	0	0
Not Collision w/Motor Veh	0	0	0
TOTALS:	**0**	**0**	**0**

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required): The scope of this project is to add passing lanes to the corridor - no median proposed and low volume side-street - only one feasible alternative in Stage 1. A right turn lane has been added according to MUTCD requirements.

Proposed Intersection Control: Conventional (Minor Stop)

REQUESTED BY: Christopher Sawyer Date: 5/22/2019

Title: CE-3

APPROVED BY: [signature] Date: 1/14/20

Name: Andrew Heath, P.E.

Chief Engineer or (Approved Delegate)

GDOT INTERSECTION CONTROL EVALUATION (ICE) WAIVER FORM

ICE Version 2.14 | Revised 08/03/2018

Waiver Request - Level 1

In certain circumstances where an ICE would otherwise be required, an ICE may be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

1. Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
2. The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
3. The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
   - Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
   - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
   - Layout has no unusual or undesirable geometric features (such as restricted sight distance)
   - The proposed changes are not expected to adversely affect safety

If only one alternative is determined to be feasible from the ICE Stage 1, then a waiver may be submitted in lieu of completing ICE Stage 2. The waiver must clearly explain why there is no other feasible alternative. A Waiver Form should also be submitted to document an agreed upon decision to select a preferred alternative other than the highest scoring alternative in Stage 2.

ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information:

Location: SR 35 @ Poplar Rd.
County: Irwin
GDOT District: 4 - Tifton
Area Type: Rural
Existing Intersection Control: Conventional (Minor Stop)

GDOT PI # (or N/A): 0013732
Requested By: GDOT ROADWAY
Prepared By: CHRIS SAWYER
Analyst: TBD
Date: 5/22/2019
Waiver Request Type: GDOT PDP Project

Traffic and Operations Data:[1]

Intersection meets signal/AWS warrants?	None	
Traffic Analysis Type:	Intersection Delay	
Existing Avg Daily Traffic (Major Street):	5,450	
Existing Avg Daily Traffic (Minor Street):	10	
Analysis Period:	AM Peak	PM Peak
2024 Opening Yr Peak Hour Intersection Delay:	10.4 sec	10.3 sec
2024 Opening Yr Peak Hour Intersection V/C:	0.01	0.01
2044 Design Yr Peak Hour Intersection Delay:	11.5 sec	11.3 sec
2044 Design Yr Peak Hour Intersection V/C:	0.02	0.02

[1]Crash data required for all existing intersections. ADT's required if available (from data collected or nearest GDOT count station site). Capacity data is optional unless needed to justify basis of the waiver request.

Crash Data (Required):[1]

	Crash Data :Enter 5 most recent years of intersection crash data	*Crash Severity*		
		PDO	Injury Crash*	Fatal Crash*
Crash Type	Angle	0	0	0
	Head-On	0	0	0
	Rear End	0	0	0
	Sideswipe - same	0	0	0
	Sideswipe - opposite	0	0	0
	Not Collision w/Motor Veh	0	0	0
	TOTALS:	**0**	**0**	**0**

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required): The scope of this project is to add passing lanes to the corridor, intersections and their skew angles will be addressed at a later time. No median proposed and low volume side-street - only one feasible alternative in Stage 1.

Proposed Intersection Control: Conventional (Minor Stop)

REQUESTED BY: Christopher Sawyer Date: 5/22/2019

Title: CE-3

APPROVED BY: [signature] Date: 1/14/20

Name: Andrew Heath, P.E.

Chief Engineer or (Approved Delegate)

GDOT INTERSECTION CONTROL EVALUATION (ICE) WAIVER FORM

ICE Version 2.14 | Revised 08/03/2018

Waiver Request - Level 1

In certain circumstances where an ICE would otherwise be required, an ICE may be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

1. Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
2. The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
3. The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
   - Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
   - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
   - Layout has no unusual or undesirable geometric features (such as restricted sight distance)
   - The proposed changes are not expected to adversely affect safety

If only one alternative is determined to be feasible from the ICE Stage 1, then a waiver may be submitted in lieu of completing ICE Stage 2. The waiver must clearly explain why there is no other feasible alternative. A Waiver Form should also be submitted to document an agreed upon decision to select a preferred alternative other than the highest scoring alternative in Stage 2.

ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information:

Location: SR 35 @ Crepe Myrtle C.
County: Irwin
GDOT District: 4 - Tifton
Area Type: Rural
Existing Intersection Control: Conventional (Minor Stop)

GDOT PI # (or N/A): 0013732
Requested By: GDOT ROADWAY
Prepared By: CHRIS SAWYER
Analyst: TBD
Date: 5/22/2019
Waiver Request Type: GDOT PDP Project

Traffic and Operations Data:[1]

Intersection meets signal/AWS warrants?	None	
Traffic Analysis Type:	Intersection Delay	
Existing Avg Daily Traffic (Major Street):	5,450	
Existing Avg Daily Traffic (Minor Street):	10	
Analysis Period:	AM Peak	PM Peak
2024 Opening Yr Peak Hour Intersection Delay:	10.6 sec	11.0 sec
2024 Opening Yr Peak Hour Intersection V/C:	0.02	0.02
2044 Design Yr Peak Hour Intersection Delay:	12.0 sec	12.5 sec
2044 Design Yr Peak Hour Intersection V/C:	0.02	0.02

[1]Crash data required for all existing intersections. ADT's required if available (from data collected or nearest GDOT count station site). Capacity data is optional unless needed to justify basis of the waiver request.

Crash Data (Required):[1]

Crash Type — **Crash Data** :Enter 5 most recent years of intersection crash data	*Crash Severity* PDO	Injury Crash*	Fatal Crash*
Angle	2	0	0
Head-On	0	0	0
Rear End	2	0	0
Sideswipe - same	0	0	0
Sideswipe - opposite	0	0	0
Not Collision w/Motor Veh	0	0	0
TOTALS:	**4**	**0**	**0**

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required): The scope of this project is to add passing lanes to the corridor - no median proposed and low volume side-street - only one feasible alternative in Stage 1.

Proposed Intersection Control: Conventional (Minor Stop)

REQUESTED BY: Christopher Sawyer Date: 5/22/2019

Title: CE-3

APPROVED BY: [signature] Date: 1/14/20

Name: Andrew Heath, P.E.

Chief Engineer or (Approved Delegate)

NOTICE OF LOCATION AND DESIGN APPROVAL

P. I. 0013732
IRWIN/TIFT COUNTY

Notice is hereby given in compliance with Georgia Code 22-2-109 and 32-3-5 that the Georgia Department of Transportation has approved the Location and Design of this project.

The date of location and design approval is: **February 4, 2020**

This project proposes to add passing lanes to SR 35/US 319 in two locations between SR 520/US 82 in Tift County and SR 32 in Irwin County. A passing lane will be constructed in the northbound direction in Tift County and in the southbound direction in Irwin County. In addition to the passing lanes, a left turn lane will be constructed on SR 35/US 319 prior to the beginning of each passing lane. There will be a left turn prior to the intersection of CR 18/ Mt. Olive Church Rd. and SR 35/US 319 as well as a left turn lane added prior to the intersection of CR 264/ Pinetta Rd. and SR 35/US 319. This project is in Land Lots 79, 80, 80A, 80B, 94 and 96.

The project will widen the pavement 12 ft. with a 10 ft. shoulder for the passing lanes. The project length is approximately 7.82 miles. The length of construction is approximately 3.60 miles (2.0 miles in Tift County and 1.6 miles in Irwin County), with 3.70 miles between the end of the passing lane in Tift County to the beginning of the passing lane in Irwin County. Traffic will not need to be detoured during construction.

Drawings or maps or plats of the proposed project, as approved, are on file and are available for public inspection at the Georgia Department of Transportation:

Michael Atkinson
District 4, Area 4
matkinson@dot.ga.gov
120 Veterans Parkway North
Moultrie, GA 31788
(229)-891-7130

Brad Dockery
District 4, Area 2
bdockery@dot.ga.gov
1835 S. Peterson Ave.
Douglas, GA 31535
(912)-389-4201

Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

Kimberly Nesbitt, State Program Delivery Administrator
Office of Program Delivery
Attn: Cherral Dempsey, Project Manager
cdempsey@dot.ga.gov
600 West Peachtree Street, 25th Floor
Atlanta, GA 30308
(404) 631-1154

Any written request or communication in reference to this project or notice SHOULD include the Project and P. I. Numbers as noted at the top of this notice.

MEETING SUMMARY

LOCATION: GDOT General Office (600 West Peachtree Street Atlanta, GA 30308)
District 4 (710 West 2nd Street Tifton, GA 31794)

SUBJECT: 0013732 Irwin, Tift Concept Team Meeting
Held on 4/12/2019

Program Delivery-

Cherral Dempsey welcomed the attendees, initiated the introductions of each attendee and provided a brief summary of the project. Cherral informed the attendees that the scope of the project only includes passing lanes at two locations and the project description will be updated once the concept report is approved. Project is behind baseline schedule, and the team is currently working towards meeting Fiscal Year (FY) 2019 ROW Authorization by end of the fiscal year. PFPR in June is anticipated. Construction is currently proposed in FY 2021. Cherral indicated that updated traffic should be available by the end of the month. In addition, Cherral will try to locate a contact person for Irwin County to coordinate on the proposed road closure or cul-de-sac.

Roadway Design-

Roadway Design provided the project description indicating two passing locations, design information and concept review. Design discussed a proposed cul-de-sac or road closure in Irwin County at Poplar Rd (CR 227) and SR 35 intersection. Design indicated that they will update the typical sections. Design indicated that there are currently no displacements being proposed, and that this information will be corrected in the concept report. Design confirmed that the utility estimate should be fine for the Tift County passing lane.

Environmental-

HNTB (OES) provided the environmental information of the concept report and indicated that there are no risks at this time. An environmental document will not be required for this state funded project. A 404 permit will be required and possibly a stream buffer variance. HNTB indicated that the house near the proposed road closure or cul-de-sac appears to be old and will need to be reviewed to determine if it is historic.

District 4 Preconstruction-

District Preconstruction mentioned that the typical sections need to be corrected. District Preconstruction indicated that the district doesn't have a contact with Irwin County, but the proposed road closure or cul-de-sac will need to be coordinated with them since it is a local road. Also, it was indicated that there is a gas line north of Tift County, which could pose a risk.

Office of Right of way (ROW):

District 4 ROW inquired if there were really displacements being proposed for this project. District ROW stated that all easements will need to begin as permanent easements.

Office of Planning:

Project is state funded.

Office of Traffic Operations:

District 4 Traffic Operations indicated that typical sections will need to be corrected in the concept report. The report is showing passing lanes on the right side where the utilities are located. District Traffic Operations inquired about the status of the updated traffic data. Traffic Operations mentioned that an ICE Waiver will be needed.

Office of Construction:

Per the review of the typical sections, District 4 Construction indicated the shoulders need to be reviewed.

Office of Utilities:

In regards to Irwin County passing lane, District 4 Utilities indicated that utility cost estimate provided included utilities on the right side traveling northbound, but what was really needed to be captured was the utilities on the right side traveling southbound.

Tift County:

Tift County representative had no comments.

Office of Bridge Design:

No representative in attendance.

Office of Design, Policy and Support:

No representative in attendance.

Office of Financial Management:

No representative in attendance.

Transcribed by: Cherral Dempsey, Project Manager

MEETING SIGN-IN SHEET

Project:	Irwin, Tift Counties, PI 0013732	**Meeting Date:**	April 12, 2019 @ 10:00am
Facilitator:	Cherral Dempsey, Project Manager	**Place/Room:**	600 West Peachtree St., Atlanta, GA 30308 – Room 409/ District 4 ((710 West 2nd Street Tifton, GA 31794)

Name	Company	Phone	E-Mail
Cherral Dempsey	GDOT – Program Delivery	404-631-1154	cdempsey@dot.ga.gov
ANDREW PEARSON	GDOT TRAFFIC OPS	404 635 2859	APEARSON@DOT.GA.GOV
Chris Sawyer	GDOT ROADWAY	404-631-1618	csawyer@dot.ga.gov
MARVIN GAVINS II	GDOT-ROADWAY DESIGN	4)631-1616	Mgavins@dot.ga.gov
Robert Brown	HNTB - Ecology	770-870-3910	rmbrown@hntb.com
Ashley Baumann	HNTB - History	470-351-6315	abaumann@hntb.com
Erin McGehee	HNTB - Environmental Lead	404-946-5707	emcgehee@hntb.com
Matt Risher	GDOT – Planning	404-631-1923	Mrisher@dot.ga.gov

Concept Team Meeting

PI#(s): 0013732, County: Irwin, Tift

Sign in Sheet

Name	Gov Office/Firm	Phone #	Email
Dennis Carter	D4 Planning	229-391-5504	decarter@dot.ga.gov
Tim WARREN	D4 PRECONSTRUCTION	229-386-3300	twarren@dot.ga.gov
BRENT THOMAS	D4 CONSTR/CAM SMITH	229-392-0281	BRETHOMAS@dot.ga.gov
Brad Dockery	D4 A2 GDOT	912-389-4201	bdockery@dot.ga.gov
Mike Simmons	D4 Utilities/SAM	229 391-5447	msimmons@dot.ga.gov
Jason Jordan	Tift County	229-387-1639	jason.jordan@tiftcounty.com
Kenneth Way	D4 ROW	229-520-2889	caway@dot.ga.gov
Van Mason	D4 CONST.	229-386-3304	VMason@dot.ga.gov
Randy Rathburn	D4 Traffic Ops	229-386-3435	rrathburn@dot.ga.gov
STACY AULTMAN	D4 UTILITIES	229-391-5444	saultman@dot.ga.gov

MEETING SUMMARY

LOCATION: GDOT General Office (600 West Peachtree Street Atlanta, GA 30308)/Teleconference

SUBJECT: 0013732 Irwin, Tift Concept Report Discussion Meeting
Held on 9/25/2019

Program Delivery (OPD)-

Cherral Dempsey welcomed the attendees, initiated the introductions of each attendee and provided a brief summary of the project. Cherral informed the attendees that this meeting was requested by the Office Design, Policy and Support (DP&S) to discuss the comments received during their Concept Report Review process, specifically comments relating to the Project Justification Statement (PJS) and the intent of the project. Cherral informed DP&S that the project was originally consultant designed and was brought in-house due to the limited funds available to execute the concept development task order and subsequent task orders. As a result, design, environmental and survey services were brought in-house, and the project team had about 4-5 months to recover the project to meet Fiscal Year (FY) 2019 ROW Authorization as directed by Executive Management. Many of the project activities such as Concept Report, Preliminary plans, etc. had to be done concurrently to meet the milestone. Cherral confirmed that this project has been coordinated with Office of Program Delivery Management, Office of Planning Management and District 4 throughout this timeframe. Cherral mentioned that the project currently has a March 2021 let date is on the cusp of final design with ROW acquisition anticipated to begin soon. Cherral mentioned that she will request a revised PJS from the Planning Office as a result of this meeting, but she can't guarantee that it will be changed.

Office of Design, Policy and Support (DP&S)-

Daniel Pass confirmed that the meeting was requested to discuss several Concept Review comments relating to the Project Justification Statement (PJS) and the intent of the project. In addition, he inquired about the status and history of the project. Daniel mentioned that the scope of passing lanes does not address the need as indicated in the PJS and also indicated that the issue reflected in the PJS could possibly be addressed by turn lanes. DP&S indicated that the PJS references the need to address crashes, but passing lanes will not address this issue. DP&S indicated that PJS may need to be reviewed as the solution of passing lane does not make sense, and the PJS need to reflect the need of the project. DP&S acknowledged that the scope of the project may have been programmed as passing lane project, but the PJS need to match the intent of the project in order for the Concept Report to move forward without further review and questions from Executive Management.

Roadway Design-

Roadway Design provided the project description indicating two passing lane locations and additional design details related to the project. Roadway Design indicated that there is not much crash data. Roadway Design confirmed that the passing lane locations were coordinated with District 4 and the project was programmed as a passing lane project. Theresa Holder informed DP&S that they had a meeting with the Planning Office in regard to the Project Justification Statement (PJS) and the passing lanes before the Concept Report was submitted to DP&S. The Planning Office concurred with the scope of the passing lanes and confirmed that it was intent of this project. Theresa Holder mentioned to DP&S

that the PJS was not developed by their office. The PJS was developed by the Planning Office, and they have already provided their concurrence on the Concept Report. Theresa confirmed that left turn lanes are being added to the project in conjunction with the passing lanes. Roadway Design concurred with requesting a revised PJS from the Planning Office.

District 4-

Tim Warren and Randy Rathburn concurred with DP&S that the PJS does not reflect the intent of the project, but indicated they are not against the passing lanes. Tim informed DP&S that this project appears to have been originally programmed as a widening project awhile back. Randy Rathburn indicated that if the PJS was revised to provide additional language about limited passing opportunities and need for passing lanes due to slow moving agriculture vehicles it would probably work a little better. Tim and Randy confirmed their agreement with the two passing lane locations for the project.

Office of Engineering Services-

Joshua Taylor did not have any comments.

Action Items-

Cherral (OPD) will request a revised Project Justification Statement from the Planning Office.

Roadway Design will continue to address comments received during the Concept Review and provide an updated report to Cherral (OPD) for resubmittal to DP&S.

Transcribed by: Cherral Dempsey, Project Manager

Sign In sheet

PI 0013732
~~*PI 322050*~~ *Meeting Sign In Sheet*

Georgia Department of Transportation

Name	Company / Title	Email Address
1. Tim Warren	D4 (phone)	
2. Dave Peters	DP&S (phone)	
3. Marvin Gavins II	GDOT/Roadway	Mgavins@dot.ga.gov
4. Christopher Sawyer	GDOT/Roadway	csawyer@dot.ga.gov
5. Theresa R. Holder	GDOT/Roadway	tholder@dot.ga.gov
6. Ossie Brewer	GDOT/DP&S	obrewer@dot.ga.gov
7. Daniel Pass	GDOT/ODPS	dpass@dot.ga.gov
8. Joshua Taylor	GDOT/ ENG. SERVICES	jotaylor@...
9. Randy Rathburn	D4 (phone)	
10. Cheral Dempsey	GDOT-Program Delivery	On phone
11.		
12.		
13.		
14.		
15.		
16.		
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18.		
19.		
20.		

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SR 35 Passing Lanes Tift, Irwin Counties
PI No: 0013732

Meeting Minutes

AECOM Proj.: 60591562

Subject: A3M

Date: May 29, 2019

Location: GDOT 26th floor conference room

Attendees:

Cherral Dempsey	GDOT OPD PM
Chris Sawyer	GDOT Design
Marvin Gavins	GDOT Design
Erin McGehee	OES/HNTB
Robert Brown	OES/HNTB
Sarah Banguilan	OES/HNTB
Izzy Parker	OES/HNTB
Adam Greim	OES/HNTB
Tim Nichols	AECOM
Will Smith	AECOM
Chelsea Harris	AECOM
Beth ChanceCampbell	AECOM
Laura Dawood	AECOM

- **Objective:**
  - To review project for Avoidance and Minimization Measures in advance of the Assessment of Effects development

- Overview
  - Cherral introduced the project and status.
  - Schedule: The objective is to recover the FY 2019 ROW; the PFPR submission is anticipated in early June. The BL schedule will be updated when ROW authorization is completed.
  - Project Description: The proposed project consists of adding two passing lanes, each passing lane will be 1.5 miles long with a 12-foot widening, one lane in the northbound direction and one lane in the southbound direction.
  - Project Justification: There is a need to address the high number of accidents and injuries in these areas along SR 35. The purpose of the project is to incorporate passing lanes and a dedicated left turn lane in Tift to improve the potential for safety along the corridor. The areas of safety improvements were identified through coordination with the district by evaluating accident locations.
  - Avoidance/Minimization Overview: Since the passing lanes were identified based on identification of areas requiring safety improvements, the widenings where needed and are located specifically along the corridor in those areas. Widening to the east or west would not be feasible to minimize impacts on either side of the road because the shifts are based on creating optimal geometry to avoid shifting the road back and forth to avoid/minimize impacts to individual resources based on Green Book and AASHTO standards.
  - Archaeology- In this corridor there are multiple sites. All sites are ineligible within the ESB but unknown outside the ESB. OBF will be included to prevent impacts beyond the ESB. ESAs will be transmitted in a formal ESA transmittal letter to design once the Phase I is approved.

For purposes of this meeting, preliminary ESAs have been drafted by AECOM for discussion purposes. Arch resources will be included on the Green sheet/ERIT table and they will be noted as 'outside project limits'. The ENVE will be updated to reflect ESA locations.
  - Numbering- OW 3 was changed to NBSW A due to no inflow or outflow. It was removed from the ARDVRQ. Subsequently, the ENVE will need to be updated to reflect the new nomenclature.
  - Culverts will not be replaced, as a condition report has indicated that they are all acceptable. AECOM staff noted that many culverts are clogged and need to be maintained.

- Resource Avoidance/Minimization
  - WL 1 - Outside project limit; no impacts
  - WL 2 – located on the west side of the road. Project widening to opposite side/no impacts/OBF is included. The taper for the northbound left turn lane begins in this area, but project is avoiding the WL by widening to the east.
  - [starting point for new nomenclature for resources] IS 3 & WL 4 – Potential for state protected Say's Spiketail species habitat and Eastern Indigo Snake. 18" cross drain approx.. For lane and slope approx. 28' width required outside the existing edge of pavement. Impacts minimization options- guardrail not feasible for design but changing slope to 2:1. This is the location of the potential 'restricted covenant' as indicated by AECOM's interaction with the local landowner.
  - WL 5 – Widening to the same side as this resource would occur. As indicated above, impacts cannot be minimized due to engineering constraints and no possibility of shifting to the opposite side to avoid or minimize impacts. Design includes guardrail due to culvert and 2:1 slopes as minimization measures. OBF tight to fill line.
  - IS 6 - Outside project limit, no impacts.
  - WL 7, PS 8, IS 9 & OW 10 – Project is widening away from these resources. OES suggests OBF along stream buffer to avoid staging there. Suwannee snapping turtle and black-banded sunfish habitat-high quality wetland habitat. No seasonal in water work restrictions are proposed.
  - WL 11 – project is widening to the same side as this resource. Resource is Say's Spiketail habitat. East of wetland is Eastern Indigo snake foraging habitat. OES suggests continuing OBF to end of ROW to avoid impact to Eastern indigo snake foraging habitat. There would be no activity beyond 118+00.
  - WL 12 & PS 13 – black-banded sunfish and Suwannee snapping turtle habitat. Resources avoided because construction ends before resources begin.
  - WL 14 & IS 15 – Outside project limit, no impacts.
  - WL 16 – project is widening to opposite side; culvert extension; OBF all along existing shoulder; OES recommends extending OBF to left of WL edge that pushes toward ROW
  - WL 17 & IS 18– widening to same side as resource; OBF to be installed along ROW to minimize impacts.
  - WL 19 – resource is outside project limits. OES recommends OBF along ROW near WL to ensure contractor does not encroach on the resource.
  - Cemetery- OBF at the ROW on the north side of ROW near WL 19 will be for the protection of the cemetery, which is not well marked.

- PS 20 – OBF present/culvert extension
- WL 21 –project is widening to same side as resource; resource is Say's Spiketail habitat; OBF and guardrail in design
- WL 22- OBF is included for minimization along ROW; OES agrees all possible minimization is in place.
- WL 23 – Based on site visit AECOM recommends clearing sediment from culvert. OES recommends OBF along entire edge of ROW. There appears to be a row of pecan trees present. These trees are not considered a contributing resource from a Section 106 standpoint as the resource is not eligible for the National Register; however, the trees may be considered as part of ROW negotiations for purposes personal property; however, no impact to these trees is anticipated.
- WL 24 - Outside project limit; no impacts would occur to this resource.
- WL 25 & WL 26 – Outside project limit. Attendees suggested to extend OBF along existing ROW to ensure resources are fully avoided
- Archaeology Cemetery – resource was identified, however, during meeting it was noted that a number had not been assigned. Sarah recommended the cemetery be assigned a resource number for purposes of the Phase I, Green Sheet and ERIT. Resource is outside project limit but visible from project. OBF recommended by AECOM.
- Arch Resource 1 & 2 – AECOM recommend OBF along resource for minimization
- Arch Resource 3 – AECOM recommends OBF to avoid staging in this area
- Arch Resource 4 – construction ends before resource, therefore no OBF needed

- Action Items
  - Updated DGN with 3 dropped resources, which were changed to NBSWs.
  - Adjust stream labels on DGN to larger font size
  - ESAs for archaeology – AECOM to transmit and update ENVE once OES/HNTB approves Phase I
  - ESAs for protected species- AECOM to update ENVE
  - Look to possible restrictive covenants on WL 4/IS 3 (Parcel 10)- AECOM
  - OES ecology check on species / AECOM send OES email with suitable ESAs with species
  - Poplar Road –Cherral to provide updates on any new design changes.
  - AECOM – check survey boundary for Poplar Road
  - OES check on seasonal clearing restrictions for Bachman's sparrow
  - AECOM- identify areas where magnolias are in survey area for greenfly orchid survey
  - AECOM- will update Sharepoint based on meeting, after minutes are accepted.

Sawyer, Chris

From: Sawyer, Chris
Sent: Friday, May 10, 2019 2:47 PM
To: Holder, Theresa
Subject: FW: Maintenance Report for PI#0013732 (Passing Lanes Tift/Irwin Counties)

Tift County existing culvert conditions.

Christopher Sawyer
CE 3

Georgia Department of Transportation

Office of Roadway Design
600 West Peachtree Street NW
One Georgia Center, 27th Floor
Atlanta, GA 30308
404-631-1618 office
404-803-3187 cell

From: Gronbeck, David
Sent: Wednesday, February 20, 2019 8:49 AM
To: Sawyer, Chris <csawyer@dot.ga.gov>
Cc: Tyson, Neil <ntyson@dot.ga.gov>; Chambers, Scott <schambers@dot.ga.gov>; Gavins, Marvin <mgavins@dot.ga.gov>
Subject: RE: Maintenance Report for PI#0013732 (Passing Lanes Tift/Irwin Counties)

Chris,

Drainage Reference # 39547 (MP 18.40) 18" PIPE 70 FT in Length; Has had an 8' section and a re-poured headwall added by my maintenance forces. Can be extended or replaced.
Drainage Reference # 39562 (MP 18.77) 7' x 7' Major Culvert 65 FT in Length; Can be extended.
Drainage Reference # 39590 (MP 19.65) 8' x 10' Major Culvert 44 FT in Length; Can be extended.

Thanks,

David Gronbeck , Assistant Area Engineer
Georgia Department of Transportation
120 Veterans Parkway North
Moultrie, GA 31788
Office (229)891-7130
Fax (229)891-7129

From: Sawyer, Chris
Sent: Monday, February 18, 2019 4:21 PM
To: Gronbeck, David <dgronbeck@dot.ga.gov>
Cc: Tyson, Neil <ntyson@dot.ga.gov>; Chambers, Scott <schambers@dot.ga.gov>; Gavins, Marvin <mgavins@dot.ga.gov>
Subject: RE: Maintenance Report for PI#0013732 (Passing Lanes Tift/Irwin Counties)

Good Day Mr. Gronbeck,
As per our discussion on today, here are the 3 structures on the project I.D. # 0013732 in Tift County that we need the status of.

Drainage Reference # 39547 (MP 18.40) 18" PIPE 70 FT in Length
Drainage Reference # 39562 (MP 18.77) 7' x 7' Major Culvert 65 FT in Length
Drainage Reference # 39590 (MP 19.65) 8' x 10' Major Culvert 44 FT in Length

Christopher Sawyer
CE 3

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From: Gronbeck, David
Sent: Monday, February 18, 2019 8:41 AM
To: Chambers, Scott <schambers@dot.ga.gov>
Cc: Tyson, Neil <ntyson@dot.ga.gov>; Sawyer, Chris <csawyer@dot.ga.gov>
Subject: RE: Maintenance Report for PI#0013732 (Passing Lanes Tift/Irwin Counties)

Scott,

The structures 576948 (MP15.2), 576951 (MP 15.7), 576956 (MP16.7) can be extended. The structure 576955 (MP16.2) is a pipe with headwalls and recommend replacement.

If there are any other structures that need assessment please let me know.

Thanks,

David Gronbeck , Assistant Area Engineer
Georgia Department of Transportation
120 Veterans Parkway North